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THE  
DANGERS OF THE DEEP;  
OR,  
INTERESTING NARRATIVES  
OF  
SHIPWRECKS AND DISASTERS  
AT SEA.

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QUEEN CHARLOTTE,

THE DESTRUCTION OF  
HIS MAJESTY'S SHIP, QUEEN  
CHARLOTTE,

OF 110 GUNS, CAPTAIN TODD,

Which took Fire off the Harbour of Leghorn,  
on the 17th of March, 1800.

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THE Queen Charlotte was, perhaps, one of the finest ships in the British navy. She was launched in 1790, and her first cruise was with the fleet fitted out against Spain, in consequence of the dispute respecting Nootka Sound. Lord Howe, who was commander-in-chief of that fleet, was then on board of her; and she also bore his Lordship's flag on the first of June. After which, she was sent to the Mediterranean, and was the flag-ship of the commander-in-chief on that station. In March, 1800, she was dispatched by that nobleman to reconnoitre the island of Cabrera, about thirty leagues from Leghorn, then in the possession of the French, and which it was his Lordship's intention to attack. On the morning of the 17th, the ship was discovered to be on fire, at the distance of three or four leagues from Leghorn. Every assistance was promptly forwarded from the shore, but a number of boats, it appears, were deterred from approaching the wreck, in con-

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sequence of the firing of the guns, which were shotted, and which, when heated by the fire, discharged their contents in any direction.

The only consolation that presents itself under the pressure of so calamitous a disaster is, that it was not the effect either of treachery or wilful neglect, as will appear by the following official statement of the carpenter :—

“ Mr. John Braid, carpenter of the Queen Charlotte, reports, that about twenty minutes after six o'clock in the morning, as he was dressing himself, he heard throughout the ship a general cry of ‘ fire ;’ on which he immediately ran up the after-ladder to get upon deck, and found the whole half-deck, the front bulk-head of the admiral’s cabin, the main-mast’s coat, and boat’s covering on the booms, all in flames ; which, from every report and probability, he apprehends was occasioned by some hay, which was lying under the half-deck, having been set on fire by a match in a tub, which was usually kept there for signal guns. The main-sail at this time was set, and almost entirely caught fire ; the people not being able to come to the clue garnets on account of the flames.

“ He immediately went to the fore-castle, and found Lieutenant Dundas and the boatswain encouraging the people to get water to extinguish the fire. He applied to Mr. Dundas, seeing no other officer in the fore-part of the ship (and being unable to see any on the quarter-deck, from the flames and smoke between

them), to give him assistance to drown the lower-decks, and secure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himself, with as many people as he could prevail upon to follow him, and the lower-deck ports were opened, the scuppers plugged, the main and fore hatches secured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could stand at them.

“ He thinks that by these exertions the lower deck was kept free from fire, and the magazines preserved for a long time from danger ; nor did Lieutenant Dundas, or he, quit this station, but remained there with all the people who could be prevailed upon to stay, till several of the middle-deck guns came through that deck.

“ About nine o'clock, Lieutenant Dundas, finding it impossible to remain any longer below, went out at the fore-mast lower-deck port, and got upon the fore-castle ; on which he apprehends there were then about one hundred and fifty of the people drawing water, and throwing it as far aft as possible upon the fire.

“ He continued about an hour on the fore-castle ; and finding all efforts to extinguish the flames unavailing, he jumped from the jib-boom, and swam to an American boat approaching the ship, by which he was picked up and put into a tartan, then in the charge of Lieu-

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tenant Stewart, who had come off to the assistance of the ship. (Signed) JOHN BRAID.

“ Leghorn, March 18, 1800.”

Captain Todd remained upon deck, with his first lieutenant, to the last moment, giving orders for saving the crew, without thinking of his own safety. Before he fell a sacrifice to the flames, he had time and courage to write down the particulars of this melancholy event, for the information of Lord Keith, of which he gave copies to different sailors, entreating them, that whoever should escape might deliver it to the admiral.

Thus fell victims to perhaps too severe a duty, the captain and his first lieutenant, at a time when they still had it in their power to save themselves ; but self-preservation is never a matter of consideration in the exalted mind of a British naval officer, when the safety of his crew is at stake.

Lord Keith and some of the officers were providentially on shore, at Leghorn, when the dreadful accident occurred. Twenty commissioned and warrant officers, two servants, and one hundred and forty-two seamen, are the whole of the crew that escaped destruction out of nearly nine hundred souls on board, that for nearly four hours exerted every nerve to avoid that dreadful termination which too surely awaited them.



# SHIPWRECK OF THE PROVIDENCE,

CAPTAIN BROUGHTON,

In a Voyage of Discovery to the North Pacific  
Ocean, in the year 1797.

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CAPTAIN (at that time lieutenant) Broughton sailed with Captain Vancouver, on his voyage of discovery, as commander of the Chatham tender, in 1791, and was sent home from Nootka with dispatches, by Captain Vancouver. In October, 1793, he was appointed to the Providence, a ship which had been commanded by Captain Bligh, and which had lately returned from the West Indies, after having conveyed the bread-fruit from Otaheite. The Providence was completely equipped for the purpose of sailing on a voyage of discoveries; but Captain Broughton did not ultimately sail on his mission till February, 1795. His orders were secret, with an additional one to put himself under the command of Captain Drury, of his Majesty's ship Trusty, and to proceed to sea with his convoy, then bound for the Mediterranean. Captain Broughton proceeded by Teneriffe and Rio Janiero; on the 10th of June, made Gough's island, and, August 18th, anchored in Port Stephens, where our voyagers

remained a week. Here they found, residing with the natives, four Englishmen, who had deserted in a boat from Port Jackson five years before. Being assured of good treatment, they were with much difficulty prevailed on to come on board. Some of them were married; but they left their wives and their children with little regret. On the 27th of August, the Providence reached Port Jackson, where she remained till the 13th of October. Thence she directed her course to the north of New Zealand, touched at Otaheite, and, on the 1st of January, 1796, reached the Sandwich Islands. Here Captain Broughton learned, from an American vessel, that Captain Vancouver, with the Discovery and Chatham, had sailed for England. At Owyhee, Captain Broughton obtained ample supplies of hogs, which were sent off from Tamaah-maah, by the influence which John Young, a British seaman, who had been a resident in the island for six years, had over that chief. The cattle which had been left on the island had bred, and were in excellent order; the goats had multiplied prodigiously. Captain Broughton added a male and female to their number, leaving some geese, ducks, and pigeons. It is the opinion of Captain Broughton that any vessel may now touch at Owyhee in safety, and be amply supplied with refreshments. On the 22d of February the Providence sailed for Nootka Sound, and anchored there on the 17th of March. The ship requiring much repair, she was there hove down, and did

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not quit the Sound till May. Captain Broughton then proceeded along the north-west coast of America, and stopped in the bay of Monterey.

“It was now necessary,” says he, “I should come to some determination respecting my future proceedings. My orders from the Admiralty were, that I should survey the southern coast of the south-west part of South America, upon the idea that Captain Vancouver, who had similar orders, would not be able to fulfil them. But as I now had certain intelligence that he had left this port eighteen months before, and that both the ships, *Discovery* and *Chatham*, under his command, were in good condition, I had not the smallest doubt of his ability to comply with his instructions, particularly as I had information of his sailing from Val Paraioa, in latitude 30 deg. S. for that purpose. As this was the case, my proceeding in future depended upon my own discretion; and I wished to employ his Majesty’s sloop under my command in such a manner as might be deemed most eligible for the improvement of geography and navigation. I therefore demanded of the officers their sentiments in writing, respecting the manner in which these discretionary powers allowed to me might most effectually be employed. The result of their opinions, I was happy to find, coincided with my own, which was to survey the coast of Asia, commencing at the island of Sakhalin, situated in 50 deg. north latitude, in the southern part

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of the sea off Ochotz, and ending at the Nanking river, in 30 deg. north latitude. My intention was also to complete the survey of the adjacent islands, viz. the Kuriles, and those of Jeso and Japan, left unfinished in Captain Cook's last voyage. I thought such a survey would be very acceptable to geographers; for the limits of both the continents of Asia and America would then be known, as far as navigation was practicable, and a knowledge of the Northern Pacific Ocean would be completed. Another reason for my undertaking this voyage was, that as yet the astronomer had met with no opportunity of complying with his instructions from the Board of Longitude, in making observations, and ascertaining unknown places; our line of navigation having hitherto led us to follow the track of Captain Vancouver. In any other part of the Northern Pacific Ocean there appeared little to be done, except that of settling the position of a few islands, in themselves of little consequence; but a survey of the coast of Asia, and the adjacent islands, promised to be of more service to the science of geography than that of any islands left unexplored in those seas. As this survey could not probably be completed before the middle of the year, 1798, I proposed spending my time in that pursuit till Christmas, then to go to Canton for stores and provision, and to continue the survey early in the year."

Captain Broughton accordingly steered for the Sandwich Islands, and thence sailed across

the Northern Pacific Ocean, to the Japanese and Kurile islands, which he continued surveying during the months of September, October, and November ; and, in December, he arrived at China. In July, however, at the island of Onchow, the boat's crew being on shore to barter for provision, an unprovoked murder of two of the marines, by the natives, took place. The cause of this barbarous act was not ascertained.

At China, Captain Broughton purchased a very fine schooner, of between eighty and ninety tons ; and in April, 1797, as soon as the monsoon permitted, he sailed to prosecute his voyage, with fifteen months' provisions on board of both the vessels. In May, however, a dreadful and unexpected accident happened, which had nearly terminated their farther progress : we mean the loss of the Providence, which struck upon a reef of rocks, off some island distinguished in the charts by the name of Typinsan, about a hundred leagues from the east part of Formosa. The following account of this misfortune, which commenced with May 16, is given by Captain Broughton.

“ Light airs and favourable weather. At 5 h. the boat returned, as we stood to the north-westward, with a fresh breeze.

“ May 17. We steered east, with the intention of examining the north side of the islands we had passed to the south last year ; and the schooner's signal was made to steer E. by S. ; at 2 P. M. we just discovered a small sandy is-

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land from the deck, bearing S. 15 deg. E. five leagues. At 3 h. we saw another island, bearing E.; and we hauled E.N.E., and at 4 h. the schooner's signal was made to haul her wind on the larboard tack. At half-past five, we hauled our wind, and shortened sail for the schooner to be put up with us. At 7 P.M. an hummock making like an island, beyond the extreme of the other island, bore S. 60 deg. E. and at the extreme point of land seen bearing E., now bore S. 10 deg., W. about five leagues. At this time the mate of the watch, from the mast-head, reported that there was no land to be seen to the east or north of the Hummuck Islands, nor in any other direction; neither was there the smallest danger in view from the appearance of the coast to the S. E. on our lee-beam. I therefore stood on, meaning to tack at 8 h. and ply to the windward till day-light. The moon we expected to rise at midnight, and the schooner was not yet up in her station. The ship lay N. E. half north, going at four knots and a half, with her main tack on board. Immediately after taking the bearing, I left the deck to protract our situation, which I found to be on the north side of the island we had passed on the third of December last year (called by the natives Typinsan), and which blowing weather prevented our having any communication with.

“ About half-past seven, while water was seen a-head, and upon each bow, and reported to the officer of the watch (Lieut. Vashon);

and almost directly after, the ship struck upon a reef of coral rocks. Having felt the shock, which was not yet violent, I instantly went upon deck, and by the way met Mr. Vashon coming to acquaint me of the disaster. The officers and men were upon deck in a moment, and the sails instantly braced a-back. It appeared to me that the helm was a-weather, and the ship's head about E.N.E., sails all full. Had the helm been put a-lee, on seeing the danger, I think we should have escaped it.

“The proper signals were made to the schooner, and the master sent to anchor her as near as possible to heave by her. The ship soon after paid off, with her head to the eastward, and we hauled up the mainsails, shivering the other sails, to let her go round without acquiring head-way. Before she paid off to the southward she again struck, fore and aft, and remained fixed at last with her head due south. Breakers were then upon each bow, and we had from five to fifteen fathoms in the starboard chains, and only two and a half fathoms at times both a-head and astern. Having choaked the rudder, the top-masts were struck, and we began hoisting the boats out, the lower yards having been kept for that purpose. At this time the ship did not strike violently, and only made nineteen inches water. Unfortunately the wind freshened from the N.N.W., and the sea began to break with great force, which soon knocked the rudder off; we secured it with hawsers. It was now nine o'clock,

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and we only waited the schooner's anchoring to attempt heaving off, and in the meantime began hoisting out the long-boat, during which period the ship made water very fast; and the violent shocks she received rendered it doubtful whether the masts would stand. The water encreased so much upon the pumps, that before the long-boat was out we had seven feet water in the hold. At this time the schooner had anchored near us in twenty-five fathoms, and the master returned on board, when the ship suddenly changed her position, swinging round from south to north, by the east, and striking more violently than ever. Before we could carry our hawsers to the schooner, the carpenter reported the water was up to the orlop deck, and the ship having bilged forward, we therefore gave up the idea of attempting to heave off; for had we succeeded, the ship must have inevitably foundered. The spare pumps were down the fore-hatchway, but the water still increasing upon the gun-deck, rendered all our exertions useless. The officers were unanimous with me in opinion that nothing could be done to save the ship, and to cut away the masts would have no effect upon her, as she was settling fast forward, from her being bilged, as we imagined, in her larboard bow. It now became highly necessary to preserve the people; and the boats were ordered ready for their reception, while they were employed in trying to collect arms and ammunition, with armourers' and carpenters' tools; but the ship



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lying nearly on her beam-ends, and the gun-deck being full of water, the washing of the bulk-heads to and fro, chests, &c. prevented their saving many. On one side of the ship we had only six feet of water, and on the other three and a half fathoms. The fore-part of her was immersed in the sea, and the surf breaking over the upper deck. As nothing more could be procured for the present, the ship's crew were sent into the boat, which was happily effected without any accident; and soon after eleven o'clock they reached the schooner in safety, but with the loss, both to officers and men, of every thing belonging to them. The pinnace returned for myself and the remaining officers; and at half an hour after midnight we quitted the Providence, leaving her a perfect wreck to the mercy of the sea.

“ The moon rose at about 12 h. and the wind increased; but having both anchors down in foul ground, we thought it prudent to take one of them up. At four A.M. we parted the other cable; and fortunately resting the right way, we made sail, and most happily escaped another shipwreck, which must have proved fatal to many of us. We were now doubly thankful in our present situation, miserable as our prospects were; but by comparison of what our fate had nearly been, we had every reason to be contented with our lot, and to rejoice in our preservation.”

# LOSS OF THE BLANCHE FRIGATE,

On the French Coast, 9th March, 1807.

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THE *Blanche* frigate sailed from Portsmouth, March 3, 1807, under the command of Sir Thomas Lavie. The next morning, at two o'clock, they made Portland Lights, distant about four leagues. Afterwards they steered a west course, until eight o'clock, then west by south half south.

At this time it began to blow very hard; and, from being under all sail, they reduced to close-reefed fore and main top-sails, and got down top-gallant yards. Ushant, by their reckoning, now bore S.S.W. half W. 16 leagues.

The captain left orders in writing to haul to the northward, the wind being E.N.E. when the ship had run ten leagues, which Sir Thomas Lavie thought a good position to join Admiral Sir James Saumarez in the morning.

At eleven o'clock, Lieutenant Apreece awoke the captain to say that it blew harder; on which he ordered the ship to be brought to the wind on the starboard tack, and the fore-top-sail to be taken in. The lieutenant had scarcely got out of the cabin before the vessel struck. Every body was on deck in an instant; sails were clewed up and the anchors were let go; they

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de a little until she parted from her anchors, and was driven upon the rocks.

The night was dreadfully dark and cold, and there was no possibility of discriminating whether the rocks were distant from the land or connected with the shore ; happily, however, proved the latter. The captain immediately ordered the masts to be cut away, and recommended the officers and men to stay by him and the ship to the last ; a few hands got into the quarter-boats, and they were no sooner on the water than they were dashed to pieces ; it was about high water, and while the tide flowed the ship lay tolerably easy, until it began to fall, when tremendous breakers covered them !

The captain remained by the wheel, until the vessel divided amid-ship, when he fell overboard. The crew were all on the side, and hauled him up immediately. It was highly gratifying to his feelings the attention which they paid him to the last ; and now they caressed him as their father.

In this state they lay about three hours, when the water left the wreck sufficient for them to attempt a landing ; and with the exception of a few, they got safe on shore, and assembled under a rock, when three cheers were given to the remains of the unfortunate *Blanche*. At daylight not two pieces of the wood were left together, and the masts were shattered into shivers.

The crew, who had saved nothing, made a most shabby appearance. A cask of rum was

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the only thing found on the shore, which, after the captain was carried to a cottage, some were so imprudent as to broach, by which about fifteen died.

They landed on a shocking coast, but every attention possible was paid to them. Having been marched about thirty miles, they arrived at Brest, where they were very comfortably lodged and fed in the Navy Hospital. Sir Thomas Lavie was accommodated at the house of the commander-in-chief, M. Ceffiorelli, who behaved to him with all the manners of a gentleman.

All the officers were saved ; viz. Sir Thomas Lavie, captain ; Robert Basten, first lieutenant ; William Apreece, second ditto ; James Alton, third ditto ; Roger Taylor, master ; J. T. Wilcock, purser ; James Brennan, surgeon ; James Campbell, lieutenant of marines ; T. J. P. Muters, James Ryall, John Rookes, Henry Stanhope, W. J. Williams, Robert Hay, Geo. Gordon, J. T. Secretan, Thomas Gregg, Chas. Street, and F. E. S. Vincent, midshipmen ; Joseph Slingsby, master's mate ; John Moissey, ditto ; J. C. G. Moreatt, clerk ; John Patterson, assistant surgeon ; John Carr, gunner ; William Loverin, boatswain ; and John Pario, carpenter.—Also, one hundred and eighty seamen, and twenty-five marines. About forty-five were lost, twenty of whom were marines.





*AENEAS,*

SHIPWRECK  
OF  
THE ÆNEAS,  
TRANSPORT,

Off Newfoundland, in the year 1805; from which, out of Three Hundred and Forty-seven Souls, only Seven were saved.

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THE following dreadful details, from which every sensitive heart must shrink with horror, were transmitted in a letter from an officer at Quebec, to his friend in England. The letter is dated July 6, 1806.

“Yesterday, five soldiers of the 100th regiment embarked on board a transport, which was supposed to have been lost, from the length of time she had been missing, arrived in a brig from Pool, that touched at Newfoundland, and brought the above men from that island. They give a more melancholy account of a shipwreck, and the circumstances that followed it, than I ever heard, either in real or fictitious story; from one of them I collect the following particulars.

“He says, that about four o'clock in the morning of the 23d of October last, their ves-

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sel, the *Æneas* transport, struck on a rock with such force, that they saw she must soon become a wreck. For the few first minutes all the women and children clung to their husbands and fathers ; but in a short time a wave came with such violence, as swept, he supposes, two hundred and fifty of their people from the deck, out of three hundred and forty-seven, which was the number on board before. The rock soon forced its way through all the decks ; and thirty-five of the survivors were, before eight o'clock, driven on a small island, about a quarter of a mile from where the vessel struck : at that time she was gone entirely to pieces. He cannot positively say how they got on shore, but he supposes they were floated on part of the wreck. He remembers to have seen one of the boys endeavouring to save Major Bertram, who, having his arm broken by some timber, was on the point of sinking : he held him up as long as his strength permitted, but, to save his own life, was at length obliged to let go his hold, and the Major perished. The thirty-five who landed on the island consisted of seven sailors, and part of the 100th regiment, two of whom were officers, Lieutenant Dawson and Ensign Faulkner. They had the mortification to find the wind change instantly as they landed, and drive every thing out to sea, so that not an implement of any kind was saved from the wreck. Mr. Faulkner was correct in his idea of the situation ; he knew that the main land which they saw about a mile



istant was Newfoundland, and that they were about three hundred miles from St. John's.

“ After passing one night on the little island, they formed a raft, and thirty of them arrived safely on the main land ; four had previously died, one of whom was the poor fellow who had tried to save the Major, and another was missing who had crawled from his comrades that he might die in quietness, having had both his legs broken ; but he was found about eight days after in a shocking state, with his feet frozen off ; he still miraculously survives, and is one of the five who arrived here. The greater part directed their course to where the sun rose, leaving behind them the above man and two others, who were unable to walk from their bruises. Lieutenant Dawson was not able to keep up with the party after the first day, and two of the soldiers stayed back to attend him ; one of whom is the person who gave me these particulars.

“ After toiling on for fourteen days, without eating any thing but berries, poor Dawson was unable to stand without support, and on their reaching the banks of a river, he (the informant) attempted to carry him over on his back ; but having waded in as high as his neck, he was obliged to return and lay him on the bank, where he entreated the faithful fellows to make the best of their way, and leave him to his fate, at the same time squeezing them affectionately by the hands, and entreating them to inform his father of his melancholy end. [Here the

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honest Hibernian (the 100th regiment was raised entirely in that kingdom) burst into a flood of tears before he could proceed.] ‘We staid with him,’ he resumed, ‘until we knew not whether he was alive or dead.’ He described Mr. Dawson not to be above seventeen years of age, upwards of six feet high, and very thin,—all circumstances unfavourable for a person to undergo fatigue and abstinence.

“After leaving poor Dawson, they travelled, or rather wandered, in a weak, feeble state for twelve days more, making in the whole twenty-six days; subsisting upon what nature presented to them in a cold barren land; but after the first four or five days they never felt hunger, and, in fact, their misfortunes were so great as (to use his own expression) to kill hunger, and deprive them of a sense of feeling; and the snow for the last two days was so deep as to prevent their getting the accustomed berries.

“These two poor fellows were at last found by a man belonging to a hunting party, who, not expecting to meet any human beings in that desolate region, and taking them at a distance for deer, had concealed himself behind a fallen tree, with his gun pointed at one of them, when his dog jumping towards them began to bark, and convinced him of his error. When they related their shipwreck and sufferings to the huntsman, the tears stole down his cheeks, and taking his mankasins from his feet, he gave them to the poor fellows, and invited them to

his hunting cabin, which he said was only one mile off (but the real distance was at least twelve), to which by degrees he enticed them to proceed. When they approached the hut, four or five men came out with long bloody knives in their hands, and said, 'after all that we have escaped, are we brought here to be butchered and eat up?' But we soon found our mistake; the men had been cutting up some deer, the fruit of their chase, and our appearance soon drew the pity of these bloody-handed men; and when they produced a bottle of rum, we were convinced they were real Christians. It appears that they received every possible comfort from these hunters, who, from the description they had received, set out in search of the others; they succeeded in finding the man who remained the first day on the island, and the other two who were unable to leave the shore. The two who accompanied Mr. Dawson, had not made any great progress in the twenty-six days they were travelling; the place they were found at was not at any considerable distance from the spot whence they set off, so that in the woody labyrinth they must have nearly trod over the same ground again.

"I asked my informant if they had given any directions to the hunters, where they might probably meet with the remains of poor Dawson, or Faulkner and his party. He said they had, but it was almost folly to have followed any directions they could have given, for they knew not where they had been.

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“ Of the thirty-five who survived the wreck, only these five have been heard of, excepting two sailors of Faulkner's party, who were picked up by a man on another hunting excursion, about ninety miles distant, apparently lifeless ; but they were taken to an adjacent settlement, where they recovered. They were almost certain Mr. Faulkner and the rest of his companions must have perished in the woods.

“ They all describe Faulkner to have been strong, active, and enterprising ; and could any thing possibly have been effected for their preservation, he would have accomplished it. The other officers of the 100th expected much aid from these unfortunate young men. Each was proud of exerting himself ; whilst the transports were lying about three miles from Portsmouth, they both swam to the ship—Mr. Faulkner climbed up the side very little fatigued, but Mr. Dawson was nearly exhausted.

“ When the surviving five arrived at the barrack square, at Quebec, how affecting was the scene ! Men and women flocking round them with an eagerness mingled with despair, anxiously enquiring for some friend or brother that was on board the unfortunate *Æneas*. Their answer was, ‘ If you do not see him here, be sure he is dead ; for of three hundred and forty-seven souls, we five Irish lads and two sailors are the whole that remain alive.’ The tears and exclamations that followed are too mournful to describe, although I could go on with minuter particulars of these disastrous

## THE REPULSE.

occurrences until I had sworn this letter to a folio volume, which, if either of the poor fellows live to reach home, will probably be the case."

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## SHIPWRECK OF HIS MAJESTY'S SHIP THE REPULSE,

Of Sixty-four Guns, on the Coast of France,  
March 10th, 1800 ; in a letter from  
one of the Officers.

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THE Repulse was one of the ships belonging to the Channel-fleet, under the command of Sir Allen Gardner, but had been detached for the purpose of intercepting provision vessels going into Brest. On the night of the 10th of March, 1800, she struck on a sunken rock, supposed to be the Mace, about twenty-five leagues south-east of Ushant. The crew made good a landing on one of the Glapen islands, about two miles from the continent. Here the captain, and most of the officers, were made prisoners, and sent to Quimper, but Mr. Rothery, the first lieutenant, Mr. Gordon, the fifth, Mr. Finn, the master, two midshipmen, and eight seamen, got into the larger cutter ; and, on the fourth day after leaving the ship, during which interval they experienced bad

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weather, and were, at times, near perishing, arrived safe at Guernsey.

The following letter from one of the officers who escaped, to his father, gives a full account of the loss of the *Repulse*, and likewise of the adventures of the boat's crew, from the time of their quitting the ship till their arrival at Guernsey.

*“ Guernsey, March 13, 1800.*

“ My dear Father,—I embrace the opportunity of a packet sailing for England, to acquaint you with the unfortunate fate of the ‘ *Repulse*.’ Coming off the Penmarks, in company with the *Agamemnon*, on Saturday last (the ninth of March), it then blowing a very heavy gale of wind, Captain Alms was thrown down the companion-ladder, by the rolling of the ship, by which accident some of his ribs were broken, and he was much bruised. The same day we parted company with the *Agamemnon* in chase of a strange sail to leeward; and, about six in the evening, we came up with and re-captured the *Princess-Royal* packet, from the West Indies. Next morning, Captain Alms finding himself much worse, resolved to put into Torbay. We accordingly bore up and shaped a course, which, if our reckoning had been correct, would have carried us far enough to the westward of Ushant. But unfortunately, owing to the thickness of the weather (not having had an observation for some days), and to the different set of the tides, which are very strong

## THE REPULSE.

on this coast, the ship had got nearly three degrees to the east of her reckoning. and, at 12 o'clock the same night, going under an easy sail (having only treble-reefed top-sails down on the cap), that the prize might be able to keep up, breakers were discovered a-head. It was extremely foggy, and the ship was going at the rate of about seven knots, with the wind almost right aft, so that our endeavours to clear the danger were ineffectual. In a moment the ship struck with great violence, and was instantly so completely surrounded with rocks, that we could not even see the opening by which we had entered. In this dreadful situation we continued nearly three quarters of an hour, the ship, from the great surf that ran among the rocks, striking so violently, that we every moment expected she would go to pieces.

I shall not attempt to describe the appearance of so many men, with certain and almost instant death staring them in the face; but I cannot forbear observing, that those whom I had ever considered the greatest reprobates now became the greatest cowards, and were so overcome by their awful situation, that they were totally unable to exert themselves for their own preservation. We had no hopes of deliverance. The prize was, indeed, in company, and we kept firing guns to inform her of our danger. It was, however, absolutely impossible for us to receive any assistance from that quarter, and if our firing enabled her to escape herself, it was as much as we could expect

## SHIPWRECK OF

That nothing on our part might be left untried, the sails were heaved a-back, and, with the divine assistance, the ship backed a-stern, clear of the danger.

Our joy on this occasion was, however, of short duration, for the ship made so much water that in half an hour it reached as high as the orlop deck ; and the rudder having lost all command, there appeared to be no other chance of saving our lives, than by running for the coast of France. Accordingly, having got her head round to the eastward, we made all the sail we could. We had now sufficient employment for all hands ; some were busy at the pumps, others were engaged in throwing the guns overboard, and otherwise lightening the ship ; while others again were employed in lining a sail with beds, blankets, &c., which being got over the bows, and bowsed taught up to the ship's bottom, was of very great service. The water being considerably above the orlop deck, we were enabled to bail at hatchway ; by which, and the wonderful exertions of men actuated by the fear of death, we were enabled to keep her afloat till five o'clock, when, to our inexpressible joy, the echo of the report of one of our guns announced our being near the land, the fog being so thick that we could not see the length of the ship. But judge what must have been our sensations when we found ourselves within half a ship's length of a lee shore, bounded by a precipice as high as our mast-head, against which the sea broke with



## THE REPULSE.

excessive violence, and on which we were running with great rapidity. The only chance of preservation we now had, was by letting go an anchor, which, however, did not bring us up. At the moment when we expected to be dashed to pieces, our jib-boom almost touching the precipice, Providence again interposed in our behalf, and the eddy wind, reverberating from the rock, took the sails a-back, and most miraculously saved us from destruction.

We now cut the cable, and the ship drifted along the shore, till we cleared a rugged point, about a quarter of a mile to the leeward of us, when she filled and ran up under a weather shore, which being very high sheltered us a good deal. Here we grounded; but, from the heavy surf, the ship continued striking with such violence, that we were afraid she would go to pieces before we could leave her. We therefore made what haste we could in getting the boat out, and then cut away the masts, when she lay tolerably easy.

As I had early in the morning resolved within myself to attempt escaping in one of the boats rather than be made prisoner, I mentioned my design to Mr. Gordon, the fifth lieutenant, who readily agreed to accompany me. The eight-oared cutter being hoisted, I got into her, as she was the best boat for the purpose, under pretence of seeking a landing-place; and having taken on board as many men as she could conveniently carry, I landed them to the leeward of a point about a mile from the ship,

## SHIPWRECK OF

and then returned for another cargo. Having disclosed my plan to the boat's crew, I sent one of them on board the ship for a compass, boat's mast, sails, &c., but, to my infinite mortification, he could only get a compass, the boat's sails being down in the store-room. The pilot now came into my boat to go on shore. I thought if I could secure him it would be a great point, and I was glad to obtain his concurrence.

I had made four or five more trips between the ship and the shore, when Mr. Rothery, the first lieutenant, called to me to take him on board, which I did, and was agreeably surprised to find, that Mr. Gordon had acquainted him with our secret, that he was resolved to go with us, and had made some provision for the voyage. It consisted of some pieces of hung beef, which, though raw, was better than nothing, a small quantity of bread, and half a dozen of brandy, as he imagined, but which afterwards proved to be wine. When I mentioned our want of sails, he replied, that we must make shift to supply that deficiency with some table-cloths and sheets he had brought with him.

We still continued going and returning, till almost all the people were landed, and on our way had fortunately picked up the jolly-boat's mast and sail, and the masts and yards belonging to several other boats, so that the only article we now wanted was water. I recollected the fire-cask in the mizen-chains, which we de-

## THE REPULSE.

sired a man to push overboard. Having picked it up and taken it in, with Mr. Gordon, we again committed ourselves to the mercy of the waves, and the care of Providence.

But before I leave the ship, it will be proper to mention the number of lives that were lost. When we first struck upon the rock, five of the crew, whose apprehensions were too powerful for any other consideration, got into a boat that was hung over the quarter, and, in their hurry to escape, cut one of the tackles by which the boat was suspended, while they kept the other fast. The boat, consequently, hung by one end, and they were all thrown out and drowned.

I forgot to mention that, while the boats were employed in landing the people, those on board had thrown the ends of several hawsers on shore, which the peasantry made fast to the rock, and which being hauled taught on board, they could go on shore upon them with great ease. Two men, however, being intoxicated, fell off the hawsers into the water, and perished. These, together with four marines, who lay upon deck dead drunk at the time we came away, and who, I believe, were not afterwards carried on shore, are, as far as I know, all that suffered on this occasion.

Having a fair wind, we set the jolly-boat's sail for a fore-sail, then made a sparing breakfast, and thought to recruit our spirits with a dram, when, to our great disappointment, we found we had nothing but wine. This was not

## SHIPWRECK OF

the greatest of our misfortunes, for, upon broaching our water, we found it so strongly impregnated with the varnish, with which the cask had been so frequently laid over, that it was scarcely drinkable, and even made some of us sick.

One of the men having, fortunately, some sail-needles in his pocket, all hands turned to sail-making, some sewing, and others unlaying rope and making into twine. A table-cloth and a sheet sewed together made an excellent main-sail, and out of a piece of canvas we happened to have in the boat, we contrived to make a mizen-mast, so that in a couple of hours we had a complete suit.

About twelve o'clock, we were much alarmed by being becalmed among the Penmark rocks, and they were obliged to pull hard to avoid being dashed to pieces against them. We soon afterwards had a fine breeze, and about five, found ourselves close in with the land a few miles to the southward of Cape Raz. The wind was so scant, that we could barely lie along shore, and were obliged to pass several signal-posts, at each of which the enemy had a gun, so that we every moment expected to be fired at. I believe, by our being so badly rigged, and our white sail, they took us for Frenchmen.

About dusk we had another narrow escape among a reef of rocks, which lay off Cape Raz, and upon which we were set by a very heavy swell and a strong tide. It was now nearly

## THE REPULSE.

rk, and, as it had every appearance of blowing hard, we ran down down into a deep bay, a little to the southward of Brest harbour, pursuing to come to an anchor till the morning ; but, in luffing up round a point, under which we intended to take shelter, we were much surprised by the appearance of something like a fort, and soon found our fears realized, when the sentinel hailed us in French, which he did in vain. We now bore up, and made sail from us as fast as we could, and I fancy were out of reach before they could get a gun ready, as we saw several lights moving about.

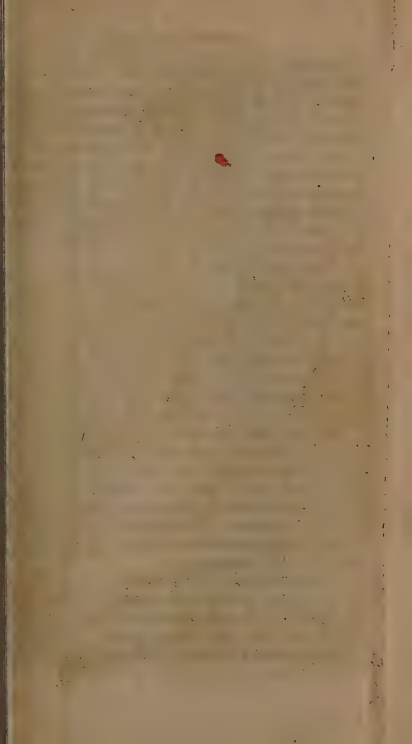
Some of the boat's crew now thought our undertaking so desperate, that they proposed to surrender rather than run any farther risk. It was, however, agreed to wait till day-light, and we, accordingly, came to an anchor in the middle of the bay, not daring to trust ourselves any more in shore. About eleven, the wind having moderated, and the moon shining bright, we got under weigh, and ran between the saints and the main, which is a very dangerous passage. By two o'clock next morning we were clear of Ushant, having also passed between that and the main. We were now in high spirits, to think we had got clear of the coast of France, and regaled ourselves with an additional glass of wine ; having also a fair wind for England, which continued all that day till four in the afternoon, when, to our great distress, it fell calm, at a time when, by the distance we had run, we computed ourselves

## SHIPWRECK OF, &c

at not more than eight leagues from Plymouth. At seven a breeze sprung up from the northward, and at eight it blew extremely violent, with a heavy sea. The gale continued to increase till eleven, when our situation became very alarming; exposed to a heavy gale of wind, in the middle of the English Channel, in an open boat, with the sea breaking over us in such a manner, that we expected each succeeding wave would overwhelm the boat, and terminate our existence.

The pilot, after some consideration, now proposed to ~~run~~ as the only chance we had remaining, to bear up for the islands of Guernsey or Jersey. To this proposal we all would readily have acceded, but were of opinion that if we once put the boat before the sea, she would immediately fill. During our consultation, a singular circumstance occurred, which determined us to follow the pilot's advice. Three distinct flashes of lightning were perceived at regular intervals in the south-east, which was exactly the direction the islands bore from us. This the superstition of the boat's crew immediately interpreted as a signal from heaven. We therefore bore up and stood in the same direction in which we had observed the lightning.

Next morning the gale rather abated; and about two o'clock in the afternoon, to our inexpressible joy, we discovered the island of Guernsey, but the wind falling, we did not make the land till late the following morning.





*RUSSIAN SOLDIERS,*



## PERILOUS ADVENTURES

OF FOUR

## RUSSIAN SAILORS,

On the Island of Unalaska, in the South Sea,  
in the year 1764.

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MANY Russian voyages are made from Kamhatka to several clusters of islands in the South Sea, and the hardships which the adventurers endure in the pursuit of gain, or in obedience to the injunctions of the court, are almost incredible. The following adventures of our Russian seamen, on an island called the Unalaska, are astonishing.

The natives had destroyed all the Russians who attempted to winter among them, except one. Soon afterwards, they surrounded the hut which these poor men had taken the precaution to provide with shooting holes. The siege lasted four days without intermission. The islanders were prevented, indeed, by the fire-arms, from storming the hut; but whenever the Russians made their appearance, darts were immediately shot at them from all sides, so that they could not venture to go out for water. At length, when Shaffyrin and Krook-in, two of the Russians, were a little recovered, they all sallied out upon the islanders

## ADVENTURES OF

with their guns and lances ; three persons were killed upon the spot, and several wounded upon which the others fled away and dispersed. During the siege, the savages were seen at little distance, bearing some arms and caps and holding them up in triumph : these things belonged to six Russians, who had fallen a sacrifice to the resentment of the natives.

The latter no sooner disappeared, than the Russians dragged their baidar, or boat, into the sea, and rowed without molestation out of the bay, which is about eight miles broad. They next landed near a small habitation : finding it empty, they drew the baidar ashore, and went, with their fire-arms and lances, across the mountains, towards Katakak, where they had left some of their party. As they approached the place, towards the evening, they fired from the heights ; but no signal being returned, they concluded, as was really the case, that this company had been massacred by the inhabitants. They themselves narrowly escaped the same fate ; for immediately upon the report of the fire-arms, numerous bodies of islanders made their appearance, and closely pursued the Russians. Darkness, however, coming on, the latter found means to escape over the sandy shore of a bay to a rock, where they were sheltered and could defend themselves. They then made so good a use of their arms, that the islanders thought proper to retire. The fugitives, as soon as their pursuers were withdrawn, seized the opportunity of

#### FOUR RUSSIAN SAILORS.

proceeding towards the haven, where their vessel lay at anchor. They ran, without interruption, during the whole night, and at break of day, when they were about two miles from the haven, they espied a locker of the vessel lying on the shore. Struck with astonishment at this alarming discovery, they retreated with precipitation to the mountains, whence they descried several islanders rowing in canoes, but no appearance of their own vessel. During that day they kept themselves closely concealed, and durst not venture again towards the haven before the evening. Upon their arrival, they found their vessel broken to pieces, and the dead bodies of their companions lying mangled along the beach. Having collected all the provision which had been untouched by the savages, they returned to the mountains.

The following day they scooped out a cavity at the foot of a mountain, situated about two miles from the haven, and covered it with a piece of sail. In the evening they returned to the haven, and found there an image of a saint and a prayer-book; all the tackle and landing were taken away, excepting the sacks for provision. These sacks were made of leather; the natives had ripped them up, probably to see if they contained any iron, and had left them, together with the provision, behind as useless. The Russians collected all that remained, and dragged as much as they were able to carry into the mountains to their retreat,

where they lived in a very wretched state from the 9th of December to the 2d of February, 1764.

Meanwhile, they employed themselves in making a little baidar; and having drawn it at night from the mountains to the sea, they rowed without waiting for break of day along the northern coast of Unalaska, in order to reach a vessel which, as they had reason to think, lay at anchor somewhere on the coast. They rowed at some distance from the shore, and by that means passed three habitations unperceived. The following day they observed, at some distance, five islanders in a baidar, who, upon seeing them, made to Makushinsk, before which place the fugitives were obliged to pass. Darkness coming on, the Russians landed on a rock, and passed the night ashore. Early in the morning, they discovered the islanders advancing towards them from Makushinsk. Upon this, they placed themselves in an advantageous post, and prepared for defence.

The savages rowed close to the beach; part landing, and part remaining in the baidars, they commenced their assault by a volley of darts, and notwithstanding the Russians did great execution with their fire-arms, the skirmish continued the whole day. Towards evening the enemy retired, and the fugitives betook themselves with their canoe to an adjoining cavern. The attack was again renewed during the night; but the Russians were so advantageously posted that they repulsed the assail-

## FOUR RUSSIAN SAILORS.

ts without much difficulty. In this encounter, one of them was slightly wounded. They remained in this place three days ; but the sea rising at a spring-tide into the rock, forced them to sally out towards a neighbouring cavern, which they reached without loss, notwithstanding the opposition of the islanders. They were imprisoned in this cave five weeks, and kept watch. During that time they seldom ventured twenty yards from the entrance, and were obliged to quench their thirst with snow water, and with the moisture dripping from the rock. They suffered also greatly from hunger, having no sustenance but small shell-fish, which they occasionally found means to collect upon the beach. Compelled at length by extreme want, they one night ventured to draw their baidar into the sea, and were fortunate enough to get off unperceived.

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## SHIPWRECK OF

## A PORTUGUESE SLOOP,

near the Calamian Islands, forming part of the Philippines, in the Year 1688.

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EMELLI CARRERI, a Neapolitan, one of the most enlightened navigators that have sailed round the globe, has left us an accurate account

## SHIPWRECK OF

of his voyage, from which we select the following narrative of a shipwreck.

Carreri, having arrived at Canton, in the month of January, 1696, was under the necessity of passing several weeks in that city, and even of returning a second time in March the same year. He also visited Macao, and after seeing every thing worthy of notice in that town, he crossed over to the Green Island, at that time belonging to the college of Jesuits. It is situated at a small distance from Macao, and is only a mile in circumference. Though nothing more than a sterile rock, the Jesuits had erected there a delightful pleasant house. They had likewise succeeded in rearing plantains, bananas, and several other fruit-trees, which surrounded the edifice. Among other Jesuits who resided there, was one equally esteemed for his piety and the charms of his conversation. In the different interviews which Carreri had with him, he was highly gratified by receiving from his mouth the confirmation of an extraordinary event, of which he had before heard, but without being able to ascertain the degree of credit that was due to it.

In 1688, a Portuguese sloop, bound from the coast of Coromandel to the Philippines, anchored in safety in the port of Cavite, and sailed again soon afterwards, laden with the commodities of the country. The vessel had on board about sixty persons, Moors, Gentoos, and Portuguese, among whom was the Jesuit missionary found by Carreri on the Green Island. The

## A PORTUGUESE SLOOP.

aptain and pilot were not sufficiently vigilant while navigating the sea of the Philippines, which is extremely dangerous, from the multitude of rocks: the sloop struck on a sand-bank near the Calamian islands, and instantly went to pieces. The Moors and Gentoos, of whom the greatest part of the crew were composed, immediately seized the long-boat, with a view to get on shore on a neighbouring island, but a violent gale arising during their passage, the boat foundered, and every person was entombed in a watery grave. The others, who had the good fortune to keep their station upon the sand, took advantage of a quantity of planks floating near them to reach successively the nearest island, distant two miles from the spot where they were wrecked. After a minute search, they found it was destitute of water. The success of the first attempt induced them to endeavour to pass over to another island, at the distance of about three leagues. They arrived there in safety by the method they had before employed. This island, however, was like the former, very small, low, and without either wood or water. For four days they were obliged to drink the blood of tortoises to allay their thirst. Necessity at length supplied them with invention: they employed their planks to make trenches level with the surface of the water. That which remained in them lost in a few days part of its saltness. The taste was at first disgusting; but finding that it was not pernicious, they soon overcame the dislike they at first took to drink it. Here they like-

## SHIPWRECK OF

wise procured a sufficient number of turtles to last them six months.

Provisions began to run short, and they had scarcely sufficient for a few days, when they saw a large species of sea-bird, called boobies, arrive on the island. They came every year to build their nests, and lay their eggs. The eggs and the young were a twofold resource to the unfortunate Portuguese. They used pieces of the planks to kill them, and they laid up a store sufficient for half a year. Thus the turtles and the boobies furnished them regularly with provisions for the two parts of the year, without any other preparation than drying their flesh in the sun. They likewise ate it fresh, stewed in vessels made of a kind of earth. These they succeeded in moulding, after many attempts; but they could not use them more than once, either from the want of a furnace, or because the earth they employed was not sufficiently argillaceous.

Sickness, and the hardships of their situation, had reduced the number of these unfortunate exiles to eighteen. Their clothes were worn out in time, when they contrived to sew together the skins of the birds they killed, with needles, which one of them chanced to have about him when the vessel was cast away. A few scattered palm-trees, at a short distance from the coast, furnished them with a kind of thread for the purpose.

Several years elapsed without any change in the situation of these unhappy men. They sometimes perceived vessels in full sail very



## A PORTUGUESE SLOOP.

near their island. In vain they claimed relief by their cries ; in vain they waved skins in the air, and made fires on the elevations. Doubtless the fear of the sands and shallows deterred the pilots ; all passed without bringing to. By the quantity of planks and other fragments thrown upon the sand, during this long interval, they even conjectured that shipwrecks were frequent in these seas, and that they alone were not condemned to misfortune.

The annual return of the turtles and birds, which furnished them with a certain subsistence, caused them to endure their melancholy state with courage for six years. At the beginning of the seventh their hopes were still kept alive by the arrival of the turtle, which appeared in the same abundance as ever ; but in the second season they were cruelly disappointed. The boobies, undoubtedly terrified by the incessant persecution they had experienced on this spot for several years, returned in such small numbers, that the shipwrecked troop was soon seized with the utmost consternation. At the same time two of them, sinking beneath the weight of the evils that overwhelmed them, and the dreary prospect for the future, ended their days in this land of exile. The others, being reduced in number to sixteen, grew so meagre, that they appeared like spectres rather than men. In the agitation of their minds some resigned themselves to despair, while others still retained in their bosoms a spark of hope.

## SHIPWRECK OF

By degrees, however, all recovered their tranquillity, and having assembled, they, after some debate, resolved, as the last expedient, to quit the island with the chance of landing a second time on some uninhabited coast. They instantly fell to work, and, with the planks and fragments of vessels thrown on shore by the sea, they, in a few days, constructed a vessel, or rather a box. This they caulked with a mixture of feathers, sand, and turtle fat; the rigging was composed of the nerves of turtles, doubled several times, and the sails of boobies' skins, sewed together. Though the construction was rude, yet the bark made no water, and yielded to the impulse either of wind or of oars. They took on board all the provisions that remained.

With these slender resources they set sail on a fine day, imploring the assistance of Heaven. An uncertain navigation of eight days, under the guidance of the winds and waves alone, brought them to the island of Haynam, off the coast of China. After landing on a shore which they perceived to be inhabited, their first care was to pour forth the grateful effusions of their hearts to Divine Providence; after which they proceeded up the country. The first natives who descried them were terrified, and fled with precipitation. However, some of the Portuguese, who understood the Chinese language, increasing their pace, those of the inhabitants who were least alarmed observed that the strangers were without arms,

## THE SAN JUAN PRINCIPE.

and waited for them. A brief recital of their misfortunes drew tears from their eyes; they immediately offered them provisions, and shewed them a spring of fresh water. After they had satisfied the pressing necessities of thirst, they were conducted to the mandarin of the island, who with eager solicitude provided lodgings, and supplied them with every thing their situation required. He afterwards procured them the means of returning to their families. The Portuguese, who were not far from Macao, arrived there in a few days. One of them, who was supposed by his wife to be dead, was surprised to find her married again. Their mutual friends prevailed upon him to forgive a levity which seven years' absence rendered very excusable.

The missionary, who confirmed the truth of this event, had been sent to the Green Island, to recover from the hardships he had endured, and though he had resided there above a year, his health and strength were scarcely beginning to be in any degree re-established.

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## SHIPWRECK OF

## THE SAN JUAN PRINCIPE,

A Portuguese Frigate, off Gibraltar, in 1807.

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THE feelings of admiration will be powerfully excited by a perusal of the following letter

## SHIPWRECK OF

which was written from Gibraltar, by Mr. Alexander Wilson, son of Mr. Wilson, watchmaker in Kelso ; and, while admiring the heroism which he displayed in the melancholy circumstances which called it forth, the reader will be pleased with the simplicity and modesty which characterize the narrative.

“ Gibraltar, April 19, 1807.

“ On Sunday the 5th inst. I witnessed a scene of horror I never can forget. A Portuguese frigate, the *San Juan Principe*, Captain R. J. F. Lobo, was reported to be wrecked on the east coast, about four miles from the Spanish lines. About eight o'clock in the morning, I could plainly perceive with a glass the vessel dismasted, with a great number of men on board. A friend of mine, Mr. Masser, and I, immediately took horse, and arrived on the beach about nine. We found that the ship had almost at that instant gone to pieces, and about two hundred men were floating on the fragments of the wreck, and driving towards the mouth of a small river, which was swelled by the late rains. At the same time a most tremendous sea set in, which had raised a bank of sand at its mouth. A number of Spaniards were looking on. I instantly plunged into the river, and found I could ford it about shoulder deep. Mr. Masser followed me, and four or five Spaniards imitated our example. For two hours we were employed in snatching from a watery grave the unfortunate creatures, who were clinging to

## THE SAN JUAN PRINCIPE.

pieces of timber, and dashing every moment upon the bank of sand, and upon each other. I with great difficulty saved Captain Lobo: he was driving upon a piece of the vessel, almost exhausted, and senseless; the next breaker, in all probability, would have been his end. I dragged out the second captain, and shortly after a lieutenant, who expired, on my landing him on the beach; I likewise saved a midshipman, as did Mr. Masser, the purser; these are all the officers saved. The crew consisted of three hundred and fifteen, out of which there are a hundred and sixteen survivors. I pledge my word, more than two-thirds of that number owe their lives to Mr. Masser's exertions and my own. One officer and four men died in my arms, from being bruised and exhausted before I could land them. Many a poor fellow we were obliged to let go, from the quantity of wood driving in every direction, and saw them dashed to pieces on the sand. The sight was most dreadful, but the cause we were embarked in nerved our arms. About half-past twelve, nine of the unhappy sufferers remained on the last piece of the wreck. Many about this time arrived from the garrison, and with their assistance four of them were got ashore. Mr. Masser and myself had many hair-breadth escapes; he was, at one time, swept from his feet by a breaker; I was most fortunately near him, and, making a dash, caught hold of his coat as he was floating into the surge, and by the assistance of one of the Spaniards saved him and a sailor. I was,

## SHIPWRECK OF, &c.

as you may suppose, very poorly for some time, from the bruises and over exertion; but I am now recovered." After detailing a number of more minute particulars, the writer concludes his letter with the following apostrophe:—  
"God grant that I may never witness so melancholy a sight again; but should that be my fate, God grant I may have it in my power to be equally serviceable!"

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THE QUEEN EAST INDIAN MAN



# LOSS OF THE QUEEN,

EAST INDIAMAN,

By Fire, on the Coast of Brazil, in 1806.

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FEW days after the unfortunate loss of the Queen, an officer belonging to the Kent, Indiaman, transmitted the following account of that event, in a letter to one of his friends in England:—

“We should have left this place ere now, but for a melancholy accident which has befallen the Queen, Indiaman, which had put in here with us a few days since, for want of war. On the 9th of July, between two and three o’clock, A.M. our officer, who had the watch on deck, discovered a smoke issuing from the gun-room ports of the Queen, which was moored a little way from us. Immediately he called the captain and officers; for although no alarm was given from the Queen, yet, as she was evidently on fire, every exertion was made to man our boats with the fire-engines, buckets, &c. for their assistance; but, within a few minutes of our discovering the smoke, she was completely in flames from the stern to the bows; and, in a few minutes more, the three masts were overboard. Unfortunately it blew

## LOSS OF

very fresh, and a current of at least three or four knots. This, of course, rendered it difficult for the boats to get alongside to save the people ; and so rapid were the flames, that about thirty soldiers perished below deck, being unable to get up the hatchways. All the officers of the ship were saved ; and, fortunately for us, the current carried her clear of the bar, and she drove a considerable distance before she blew up, about seven, A. M. The cause of the fire is not ascertained, as no person had been in the gun-room after eight o'clock ; and although several people slept over the gun-room scuttle, the smoke was not discovered till near three o'clock. The scene was dreadful, from the cries of between two and three hundred men, and many perishing in the flames or in the sea. Those that are saved are almost entirely naked, from being hurried out of their beds. The remaining troops, and all the passengers (about three hundred), proceed, in the Kent, to India. There are five ladies ; and General St. John and family, are accommodated by the captain of the Kent with his cabin apartment.

“ Most of the passengers, Captain Craig and some of the officers, were ashore at the time. Unfortunately, six of the passengers and seventy of the crew perished. The first mate Mr. John Craig, was on board, and did not leave the ship till the very last moment, after having done every thing that it was possible for a man to do. The only way in which thi

readful disaster can be accounted for is, that immediately upon the arrival of the Queen at t. Salvadore, a guard of Portuguese were sent on board, to prevent, as they said, smuggling ; and a gun-boat, at the same time, was laid alongside of her, the crew of which kept a fire of wood constantly burning ; some of it, it is supposed, they threw in at the scuttle hole of gun-room.

“ Among the unfortunate sufferers on board, was Edward Mayne, Esq., jun. of Powis Logie, in Scotland, writer in the service of the Hon. East India Company. When just about to step into the boat that was to carry him from the awful scene, he recollected that there was an unfortunate passenger confined by sickness to his cabin. He flew to rescue him from impending destruction, and in a short time appeared with the hapless invalid on his shoulders. Alas ! it was too late ; the boat had put off, and in a few minutes the ship blew up.

“ The fate of Mr. Smith was truly deplorable. In endeavouring to get from the ship, one of his arms was jammed between her and a boat alongside. In this dilemma, he entreated some of the people to cut off his arm, that he might join them ; which, not being complied with, he contrived to take a pen-knife from his pocket, and put an immediate end to his life, by cutting his throat.

# LOSS OF H.M. SHIP RESISTANCE,

CAPTAIN E. PAKENHAM,

Which was blown up in the Straits of Banca,  
July 24, 1798.

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IN consequence of certain intelligence brought from the eastward by Captain Shepherdson, of the *Venus*, that part of the crew of an English ship of war (supposed to be his Majesty's ship the *Resistance*), which had the misfortune to be blown up in the Straits of Banca some months before, had been picked up by some pirate prows and carried to Lingan, where the survivors still existed in a state of slavery, Major Taylor, commanding the garrison of Malacca, immediately dispatched a prow to the island for the relief of those unfortunate men.

In this prow, suitably provided with supplies, he sent a seapoy, who, being well acquainted with the Malay tongue, was charged with a letter to the sultan of Lingan, entreating that prince to assist in the most effectual measures for the recovery and release of such of the ship's company of the *Resistance* as he might be able to discover in this calamitous situation.

## THE RESISTANCE.

On the 5th of December the *pro* returned to Malacca, bringing with her one seaman, late of the crew of the *Resistance*, from whose declaration the following narrative is drawn up.

On the 8th of December, 1798, Thomas Scott, the seaman above alluded to, aged 22 years, a native of Wexford, in Ireland, related, on examination, the following particulars:—

He had formerly belonged to the *Chesterfield*, South Sea Whaler, after which he remained at Timor Besar three years, in the employ of the Dutch, till the capture of that place, when he entered on board the *Resistance*.

On the — of December, 1797, that ship met with a heavy gale of wind, which continued four days without intermission. The vessel proved so leaky that her chain-pumps were kept constantly at work, night and day; so that, in order to lighten her, the crew were obliged to heave a number of her guns overboard. She then bore away for the Philippines, the captain intending, as he believes, afterwards to sail for Malacca. Being in want of wood, water, and provisions, Captain Pakenham tried the expedient of hoisting Spanish colours, as he cruised along shore, till he came to anchor nearly within reach of the guns of Antego. The deputy governor of that town, and the captain of a Spanish brig then lying at anchor in the bay, accordingly came off to them; discovering their mistake, when too late, they attempted to escape, but were soon brought back, and put on board the *Resistance*. Upon

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their assurances that they would do their utmost to procure Captain Pakenham an ample supply of what he wanted, he suffered them to return the same evening to the shore. No part of their fair promises being fulfilled, nor appearing likely to be, Captain Pakenham, at five o'clock the next evening, sent his third lieutenant, Mr. Cuthbert, in the cutter, with an armed party, to cut out the Spanish brig. In this attempt they succeeded, though exposed to a smart fire from the guns of the fort, within range of which she had entered.

The Resistance immediately sailed with her prize for Balambangan, at which place they arrived in four days. Having there wooded, watered, and procured a partial supply of rice and live stock, the ship still continuing leaky, and the weather stormy, Captain Pakenham and the prize set sail from that place for Celobes, and arrived in about eighteen days at Limby, near Munadoo, on that island. The same evening that he anchored there he dispatched the brig to Amboyna to signify his distress for supplies; in consequence of which the Bombay frigate was, on the arrival of the brig, sent off from thence to his relief. After staying a week or more at Limby, and having, with some difficulty, collected what he could provide for the remaining part of his voyage to Amboyna, he weighed anchor, and seven days after fell in with the Bombay frigate, with the supplies sent him on board her, off the island of Booroo.

## THE RESISTANCE.

Having arrived at Amboyna, and remained here about two months, repairing and refitting, the Resistance sailed to Booroo, where refreshments and stock, as well as wood and water, were more conveniently and abundantly to be procured than at the former place. From Booroo she departed for Banda, about a fortnight afterwards ; but springing a leak off Amboyna, she was obliged to put back again to the former island.

Early in July she again sailed from thence, and, running close along the shore of Jaca, took a Dutch brig off the town of Serrabi, which, being in ballast, and of little value, was released the same night. The Resistance next steered her course for the Straits of Banda, which having made in about five days, she there fell in with a fleet of about fourteen pirate galleys, at anchor under the land of Banda, each capable of containing fifty or sixty men. In order to board and examine some of the largest of these, Captain Pakenham manned three of his boats ; but the Malays in the prow for some time refused permission to Lieutenants Cuthbert and Mackey to come on board of them. As these officers, however, persisted in accomplishing their orders, the Malays at length suffered it without opposition ; but it was found impossible to effect the intention of searching them for Dutch property and papers. Such was the ferment among the Malays on board, that, to avoid the consequences with which they were threatened, for insisting on this examina-

tion, the officers were obliged to ensure their safety by a hasty retreat over the side, and to return to their own ship. Captain Pakenham resented this conduct by the discharge of several twelve-pounders, which soon dispersed the pirates, and sent them into shoal water under the land.

Having weighed anchor about nine o'clock next morning, and cut out a Malay sloop that had been taken by the pirates on her way to Batavia, and was left at anchor when they deserted her the preceding night, Captain Pakenham proceeded with her on his voyage down the Straits. As the sloop was suspected to be Dutch property, and it was presumed that the captain had destroyed the papers belonging to her, she was detained till the evening of the second day after her re-capture; as, if condemned, she would have been of some value, being laden with cloth, salt, and other merchandise. It was then intended that her commander, who was then on board the *Resistance*, should be restored to his vessel, and that she should be released. With this view, the *Resistance* came to an anchor in the Straits of Banda, at an early hour in the evening of the 23d of July, as the sloop had, at that time, fallen so much astern as to be entirely out of sight. About one o'clock next morning, the latter accordingly joined, and dropped anchor under the stern of the *Resistance*.

The officer of the deck, Lieutenant Cuthbert, hailing the sloop, in order to put her commander



## THE RESISTANCE.

n board, but not being heard, reconciled the Malay captain to this further detention, by the assurance that he should depart for his vessel with the morning's dawn—a dawn, alas ! which either was to see ! For Scott, the narrator, sleeping on the larboard side of the quarter-deck, as it was such a fine night, that he did not choose to retire to his berth below, was suddenly awakened by a fierce blaze that seized his clothes and hair, which was instantly succeeded by a tremendous explosion, from the shock of which he became utterly senseless, as he conjectures, for five minutes or more.

This dreadful accident he computes to have taken place about four o'clock in the morning of the 24th of July, as the day appeared about an hour after he was blown up ; but how the explosion did, or possibly could, happen, circumstanced as the ship then was, he professes himself totally unable to offer any opinion, or to hazard a conjecture.

When he recovered a little, he found himself half suffocated with water, floating and struggling with twelve others in the same situation. With these he made shift to reach the netting of the ship on the starboard side, which just remained above the water.

At the dawn of day, the people belonging to the sloop, then not out of hail astern, who must have discovered the condition of the wreck, and heard the repeated shouts of the wretched beings clinging to it, callous to every impulse of humanity, after the discharge of a single

## LOSS OF

musket, weighed anchor, and, without regarding their situation, stood over to the island of Banda.

The weather continuing mild, and the water smooth, the wretched survivors set to work about 11 A. M. to make a raft of such pieces of timber as they were able to pick up around them. They were fortunately enabled to accomplish their design by means of the main-yard, which, lying alongside the wreck, furnished them with ropes sufficient for lashings; it also afforded them cloth for a sail, which they fixed to the mast of the jolly-boat. They completed their task by making a platform, upon the yard, of such planks as they could find.

Having committed themselves to the raft, they made sail for the nearest shore, which was the low land of Sumatra, distant about three leagues, and about six leagues south of the Dutch settlement of Palambang. About seven o'clock it began to blow fresh, the sea ran high, and a strong current now set in against them. They were still at a distance from the land, when the lashings began to give way, and the raft itself to go to pieces. Not only every plank of the platform was presently washed off, but, to complete the misery of their situation, their mast and sail were carried away. Seeing an anchor-stock, which had lately been a part of the raft, and which promised more security to those who might be able to reach it, floating at some distance, Scott,

## THE RESISTANCE.

being the stoutest of the party, resolved to swim after it, and encouraging M'Carthy, Nuton, and Joseph Scott, to follow his example, they all four reached it in safety.

It was now one o'clock, A. M., and a clear moon-light night; eight poor souls still remained by the raft, who, seeing this part of their number, from whose exertions alone they could entertain any hope, thus consult their own safety, by adopting the only possible method of accomplishing it, bitterly bewailed their separation. In another hour the adventurers on the anchor-stock lost sight of the forlorn companions of their distress, of whom they never heard or saw any thing afterwards.

By means of two spars, lashed across to keep from rolling, they continued to be borne along in safety till about nine o'clock the next morning, when the current changing again, set them east towards the land, under the lee of which, though they had been driven farther out to sea than they were when they left the wreck, they fortunately arrived, about nine o'clock the same night.

Having thus effected their escape from the danger of the deep, others no less formidable stared them in the face, upon this desert coast; or if not desert, only impressed by the foot-steps of men scarcely less savage than the wild beasts that roamed in the adjoining thickets. The first care of the seamen, after their fatigues and sufferings, was to gather leaves and dry grass, with which they made themselves a bed

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whereon to repose. Upon this they slept soundly till morning, when, awakened by the call of thirst, they looked round for water which they found at hand; but, besides this they were unable to discover any kind of refreshment, not even a single shell-fish.

In this deplorable condition, and almost naked, a single jacket and two shirts being their whole stock of clothes, they remained, without food, till about four o'clock the same afternoon being a period of three days and two nights from the time of their being blown up, when straggling along the shore, in almost utter despair of any human succour, one of the party discovered a Malay prow, lying in a bight hardly a quarter of a mile from them. Upon this they consulted how to proceed, when it was resolved that T. Scott, being able to speak the Dutch and Malay languages fluently, should approach it singly, while the rest kept out of sight. It was fortunate that they adopted this precaution, for it is almost a moral certainty that not one of their lives would have been spared, had they all advanced together, unarmed and defenceless as they were. On a nearer approach, Scott discovered four more pirate prows with the first; some of the people were at work on the shore repairing a boat. On perceiving Scott, their head man immediately made towards him with an uplifted axe. He gave a loud shout, and was followed by a crowd of the others, who appeared equally determined to put him to death. Scott, however,

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lling upon his knees, and supplicating for mercy in their own tongue, the chief relented, and forbade any of his people to hurt the prisoner. They asked him earnestly what countryman he was, whence he came, and what he wanted among them. He replied that he was an unfortunate Englishman, one of a small remainder that survived the accident which had lately befallen his ship. They repeated the question, whether he actually was an Englishman, and charged him if a man of the Dutch nation belonged to the number saved, to discover him to them at his peril. Being answered in the negative, the chief, or rajah, as they styled him, enquired particularly whether the captain survived, as, in that case, he would himself undertake to convey them all safe to Malacca; but his people, as well as the Malay chief himself, vowed, that if the party which the accident had thus thrown into their power had been Dutch, no consideration would have induced them to give quarter to a single individual.

Some of the pirates were now directed to the place where the seamen were, and presently returned with them, trembling under the most alarmed apprehensions that they would be massacred, as they conceived Scott had already been; for they had seen the latter surrounded by an enraged and threatening crowd, while they themselves remained completely undiscovered.

On their arrival all four were made to sit

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down, till the pirates had fully satisfied their curiosity, by asking a thousand questions relative to the ship and their prisoner. They then proceeded to divide the captives; each of the rajahs taking two into his own boat, M'Carthy and Hutton into one, and the two Scotts into the other.

It was not till past six o'clock, P. M., that the almost famished seamen at length had their wants of nature relieved by a plentiful meal of fish and rice, which was served to them in each of the boats. The time allowed for this refreshment being expired, the five prows immediately put off for the wreck of the *Resistance*; but after a fruitless search of two whole days they returned, without being able to pick up any part of the ship or her contents.

While these five prows, which formed part of a fleet of eighteen or twenty that were distributed along the sand, remained cruising separately up and down the Straits, on the lookout for trading craft from China, Java, &c. which might be about three weeks, the Malays continued to behave towards their prisoners in such a manner as to afford them little cause to complain.

About the 25th of August, the prow Rajah or principal prow, in which was the narrator, fell in with a sloop from Java, which had been abandoned by her crew. Having plundered her of her cargo, they proceeded with her to Penobang, a town on the island of Lingan where she was sold for 1500 dollars. At this

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After the two Scotts were separated, Joseph was sent forward in the prize to the town of Lingan, while Thomas remained with the rajah in the prow at Penobang. Here he lived as a slave to his master for four or five weeks, when he heard that M'Carthy and Hutton had arrived in the small prow at Lingan; that the young rajah, who commanded the prow, had very liberally and humanely rejected any ransom for his captives, and freely presented them to the sultan.

A few days afterwards he was informed that Joseph Scott had been ransomed of the Timorese, on board the prize, where it was his fate to be disposed of for fifteen dollars; and, finally, that the sultan of Lingan, with an alacrity and generosity which at once evinced the natural disposition of his heart, and the regard he entertained for the British nation, had provided for the surviving seamen, of whom he had any knowledge, with a conveyance to Pinang.

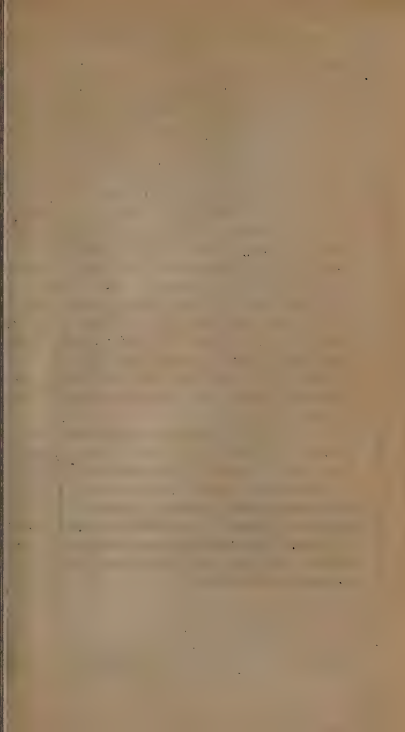
It was not till nine days after the liberation and departure of his comrades for Pinang, that Thomas Scott was brought up by his master, from Penobang to Lingan, about half a day's sail, and there sold in the market for thirty-five dollars. His purchaser was another rajah, or head mate, who proved a kinder and more considerate master than the former; he had now a better allowance of provisions, more liberty, the gift of a cloth to cover him, and a handkerchief. When he lamented the hardness of his fate, in being the only one of his coun-

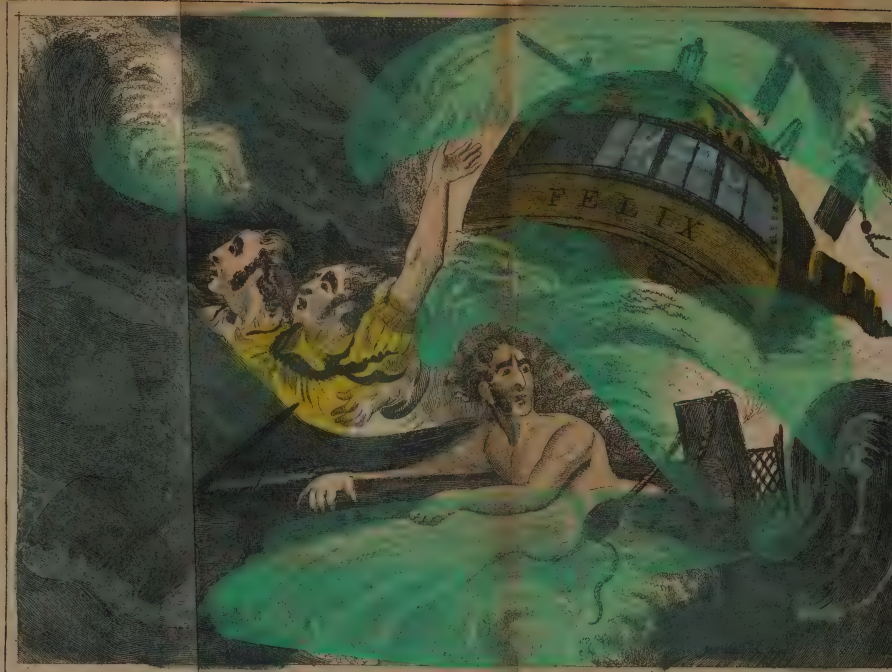
trymen left in servitude, his new master encouraged him by the assurance, that whenever he should be able to repay him the original amount of his purchase, he would release him.

But his deliverance, and from a quarter totally unexpected, was at hand; for the next day, to his unspeakable joy, he found that the sultan had ransomed him likewise from the Macassar rajah. Being ordered into the presence of his benefactor, he was given to understand, that, in consequence of a letter received the preceding day, from Major Taylor, commanding at Malacca, requesting the sultan's attention and relief to any of the crew of his Majesty's ship which might be found in those parts, he, the sultan, was happy to discover that there yet remained an Englishman, of whom he before had no knowledge, and to whom he could have the pleasure of bestowing liberty.

Accordingly, after detaining the prow dispatched by Major Taylor to Lingan, nine days, the sultan granted Scott permission to depart for Malacca, where he arrived on the 5th of December, after a tedious passage of fourteen days, and where, upon official examination, he delivered the above report to the commanding officer, offering to attest the same, whenever he might be called upon.







*THE FELIX,*

# SHIPWRECK OF H.M. SCHOONER FELIX,

CAPTAIN CAMERON,

January 22, 1807, when every soul on board  
perished, except one.

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THE following short, but affecting narrative, is  
extracted from a letter written on the melan-  
choly subject by Mr. Henry Ellard, dated off  
Santander, he being the only survivor out of  
seventy-nine people who were on board his  
Majesty's schooner, Felix, when she was cast  
away on the coast that lies opposite the fort at  
the entrance of Santander, including nine pri-  
soners that they got exchanged, having been  
sent for them to the above-mentioned place as  
partel.

On the 18th of January, 1807, the schooner  
Felix arrived at Santander, and after twelve on  
the 19th, got their prisoners on board, when it  
came on to blow so strong right in the harbour,  
that they could not put to sea, being at anchor  
under the fort, from which they hailed them,  
ordering them to put to sea. The captain re-  
plied, they could not, as the wind was right in  
the harbour; that if he did, they should be in  
great danger, as the weather looked bad, and  
the wind was right dead on the shore.

## SHIPWRECK OF

They told him, if he did not go out immediately, they would fire into the vessel, which they did about eight o'clock, and at twelve in the night gave them another shot; at four in the morning a third, it then blowing a gale and at eight in the morning they repeated their firing, so that Captain Cameron was forced to weigh anchor; but it was impossible to get out, the wind blowing so strong from the N.W. with a terrible sea, which obliged him to anchor at the entrance of the bay, the sea breaking over them every instant, and the gale still increasing. They rode out all that day in the greatest danger, was forced to haul down their cartel flag, and hoisted the English flag union downwards, and fired a number of guns in distress; but they obtained no assistance from any quarter, though, as was afterwards understood, a French brig, and several American merchantmen, offered to assist them; but the heads of Santander would not permit them to come near.

In this state they stood all the night of the 20th, the gale continually encreasing. The next day they hove eight guns overboard, the sea running so high that it washed their boats overboard, together with a great number of their hands; none remaining on deck but those who were lashed to different parts of the ship in which they stood, until the 22d, not knowing what to do, the sea running mountains high and nothing but death before their eyes. The captain, Lieutenant Mitchell, the pilot, and

Mr. Ellard, were all that could be seen on board ; the bulwarks being stove in, they were lashed to the ring-bolts on the quarter-deck, the sea flying over them every instant.

About twelve, a sea carried away their masts and bowsprit, so that nothing remained but the bare decks and a bare hull. They lay lashed until two in the morning, when a sea parted their cables, and rendered their situation truly pitiable.

Mr. Ellard now spoke to Captain Cameron, and persuaded him to jump overboard, assuring him that in five minutes they should be all pieces on the beach, and murdered by the wreck. They immediately unlashed themselves, and jumped overboard. Mr. Ellard held Captain Cameron by the head for some time, until the pilot, or Lieutenant Mitchell, laid hold of him by the leg, at which time he was obliged to let go the captain in order to extricate himself.

A sea having hove Mr. Ellard on shore, where he crawled upon his hands and knees, not being able to walk, until he was clear of the sea ; he there lay until half-past six the next morning, almost dead, no person being near to assist him. He then rose and went towards the hills ; but being so weak from the blood he lost, from dreadful wounds he received on his head and several parts of his body, that he could not go any farther. At length a Spaniard took him up, and dragged him to his house, where he lay for some time, bleeding.

## ADVENTURES OF

At daylight they sent for a doctor, who dressed his wounds, and ordered him to be put to bed.

In this situation Mr. Ellard lay several days until he was a little recovered, when they took him from thence, and put him in prison, where, at the time of writing this melancholy account, he was naked, half-starved, and eaten up with dirt and vermin. There was no one that could assist him. The English agent went once to visit him; but told him it was out of his power to afford him any help, as the Spanish government had him in their charge, and allowed five-pence per day, which scarcely kept him alive.

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## THE ADVENTURES OF MADAME DENOYER,

Who was turned adrift in a Boat, in the open Sea, between the Bahama Islands and Cuba, in 1766.

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THE distressing situation to which Madame Denoyer, a courageous and unfortunate creole of Cape Francois, in St. Domingo, was reduced, must affect every tender and virtuous mind. Her narrative shews into what excesses the base desire of gain is sometimes capable of leading men.

M. Denoyer, an inhabitant of Cape Francois, where he had gained universal esteem, with a

## MADAME DENOYER.

view to improve his circumstances, formed the design of settling at Samana, a bay in the portion of St. Domingo, then belonging to Spain. This intention he communicated to his wife, by whom it was approved of.

After residing a year at Samana, Madame Denoyer requested her husband to return to Cape Francois, where her native air was more favourable to her health. M. Denoyer was too fond of his wife not to comply with her desire. They accordingly embarked in a small vessel belonging to them, with a child seven years old, another at the breast, and a female negro servant, called Catherine. While they were preparing for the voyage, an English vessel was lost upon the coast; the crew, however, had the good fortune to reach the land. As there was at Samana a small French ship just ready to sail, the shipwrecked men, eight in number, entreated the commander, the Sieur Ferrier, to receive them on board, and to take them either to Cape Francois, or Monte Christo. Being unable to accommodate them all, he proposed to M. Denoyer to take two of them in his bark. One of these was the captain, whose name was John, and the other was called Young. M. Denoyer, being a man of a humane disposition, received them with pleasure, gave them linen and clothes, treated them with the utmost kindness; in return for which they promised all the assistance in their power to their benefactor.

M. Denoyer set sail the beginning of March,

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1766, having on board likewise two French seamen, whom he had hired to navigate the vessel. As they steered their course close in shore, when they arrived opposite the habitation of Manuel Borgoe, several leagues distant from the place of their departure, the two French seamen requested M. Denoyer to put them on shore, as the assistance of the two Englishmen, whom he had so hospitably received, would be sufficient. With this request M. Denoyer complied.

About ten o'clock the following morning, M. Denoyer, with the help of the two Englishmen, set sail. They came to an anchor in the evening, at a place called Grigri, a league from Porto Plato, on the north coast of St. Domingo. They supped together near the shore, after which, covering the poop with Palmetto leaves, and, erecting a kind of awning, they placed underneath it a mattress for Madame Denoyer, her two children, and negro servant, to sleep upon. M. Denoyer threw himself upon another mattress at the feet of his wife, while the two Englishmen lay down at the foot of the bark.

They slept soundly till midnight, when they were awakened by the cries of their infant daughter. After milking the goat, which they had taken with them for the purpose of suckling the child, M. Denoyer lay down again. About three o'clock in the morning, his wife was disturbed by the dull sound of a violent blow, which seemed to be the stroke of a hat-



chet on the bed of her husband, whom she heard sigh. Trembling with fright, she awoke her black servant, crying, "Good God! Catherine, they are killing M. Denoyer!" At the same time she lifted up the cloth which composed the awning, when John darted towards her bed with a hatchet in his hand, and with a ferocious look, threatened to kill her if she made the least motion to rise, and unless she immediately let down the cloth; after which the perfidious assassin returned, and with two more strokes despatched his victim; he then bent the sails, and Young repaired to the helm, with the intention of steering towards New York.

At break of day the bark was two leagues distant from the shore. Madame Denoyer, overwhelmed with fear, scarcely had strength to rise from her bed. But what were her feelings at the horrid spectacle which presented itself to her eyes! She beheld the mattress upon which was extended the mangled body of her husband floating on the water! The barbarous John, aggravating his crime by the bitterest raillery, said, "Make yourself easy, Madam, your husband is taking a sound nap." A moment afterwards he returned to her armed with a dagger, demanding her husband's arms, and the keys of his boxes.

Madame Denoyer delivered them to him. The villain having rummaged in every place, without finding any money, returned them. The disconsolate widow, then melting into tears,

asked him why he had murdered her husband, since he had no money. The assassin replied that it was for the sake of the vessel, which he had determined to take to New York. After these words the monster appeared to relent, and offered the afflicted lady tea and chocolate. She answered that she wanted nothing; upon which he told her not to grieve, that he intended her no injury, but, on the contrary, would land her on French ground, with all her baggage. During the remainder of the day he left her at liberty to resign herself entirely to her sorrow.

It may be supposed that the night afforded no repose to this unfortunate woman. The image of her husband, murdered by villains whom he had treated with the utmost kindness, incessantly haunted her; their cruelty, their baseness, their brutality, augmented her apprehensions, and rendered them still more terrible when she cast her eyes on her beloved infants. While her mind was occupied with the most gloomy and most afflicting ideas, she heard the two executioners of her husband planning an outrage which every virtuous woman dreads more than death itself. John, the infamous John, proposed to his companion to take the servant, reserving the mistress for himself; but Young refusing to comply, the villains, after fastening the helm, lay down. The black servant conceived the design of putting out their eyes with a nail while they were asleep; but

fearing least they only feigned sleep, she relinquished the undertaking.

At the dawning of the following day they set sail, and kept out to sea. Madame Denoyer enquired whether they intended to take her to New York. They replied that if she wished to go to Cape Francois, one of them would take her, the children, and black servant thither, in the canoe which they had on board. Anxiety concerning her future state, the sight of the villain stained with her husband's blood, her forlorn situation, her apprehensions and grief, induced her to accept this offer, though the canoe was very small to withstand the fury of the waves; this kind of boat being made of the single trunk of a tree, after the manner of the savages of America. Having acquainted them with her resolution, John told her to pack up her linen in a bundle, her boxes being too bulky to be taken in the canoe. He himself put into it a wretched straw mattress, four biscuits, a pitcher containing about four quarts of fresh water, six eggs, and a small quantity of salt pork. John having put into it the two children and the black servant, searched Madame Denoyer's pockets, where he found a stock-buckle and shoe-buckles, which he took from her, together with the linen which she had packed up. Having at length got into the boat, she waited with impatience for the conductor that had been promised her, when she saw Young cut the rope by which the boat was fastened; he then repaired to the helm,

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while John set the sails, and the vessel was soon out of sight. The sky and the ocean were the only objects she had then in view.

Abandoned in the midst of the waves, far from any coast, the forlorn widow demanded relief of her husband's assassins ; she conjured them, with all the eloquence of an affectionate mother, to take compassion on her infant offspring. When her voice failed, she continued to supplicate with the most expressive and affecting gestures. The assassins, deaf to all her entreaties, abandoned the wretched family to its fate, and disappeared.

Consternation, the excess of her grief, the danger which threatened the objects dearest to her heart, combined to reduce her to a state of total insensibility. Her faithful slave employed every means in her power to recover her mistress. She revived, but only to behold the abyss ready to receive her, to deplore the wretched situation of her beloved children, who were likely to be the prey of the monsters of the deep. She pressed them to her bosom, bedewed them with her tears, and every time she cast her eyes upon them she imagined that she beheld them for the last time. Resigning herself entirely to the direction of Providence, she suffered the canoe to float at the will of the waves.

But the approach of a horribly dark night soon augmented her danger and her apprehensions. To crown the misfortunes of the distressed family, the wind began to blow with

## MADAME DENOYER.

great violence, the waves rose, and amidst their impetuous shocks a sea broke over the canoe, washed away the biscuit and fresh water, while the attention of the wretched woman was diverted from such a great misfortune only by the fear of being swallowed by a wave still more tremendous. It is impossible to describe the protracted horrors of this terrible night.

The wished-for dawn at length arrived, and brought calmer weather, but no other consolation. They beheld nothing but sky and water, and were ignorant which way to direct their course. In this desperate situation Madame Denoyer never ceased to implore the assistance of Providence, the only support of the unfortunate.

In this manner they passed seven days and seven nights, exposed to the inclemencies of the weather, without drink or food of any kind, excepting a little salt pork. Exhausted with fatigue, the enfeebled mother was every moment losing the little strength she had left; but in this condition the idea of a speedy death was less terrible than the deplorable state of her children. In quitting them she was desirous of giving the most precious mark of maternal affection. She was on the point of opening a vein to prolong the life of the little innocent, closely pressed to her bosom, when Catherine discovered a distant sail. This intelligence gave Madame Denoyer new life; both the women shouted and made signs. They soon perceived that their signals were seen, and

## ADVENTURES OF, &c.

that the vessel was standing towards them. A new danger now intervened. The waves broke with such force against the ship as to render them apprehensive that the canoe would be sunk if they attempted to get on board. However, by the management of the captain, the widow, the children, and the black servant were taken on board the vessel. She arrived safely in the road of New Orleans, the place of their destination. Madame Denoyer had the good fortune to find there M. Rougeout, a notary, and near relation, who received her and her family, rescued, as it were from the tomb, with the greatest joy and affection.

The inhabitants of Louisiana generously raised a subscription for the relief of the unfortunate lady. She gave her liberty to Catherine, the faithful companion of her distress ; but that female, touched with the gratitude of her mistress, refused to leave her, declaring that nothing but death should part them.

The above facts were attested by Madame Denoyer before the proper officer at New Orleans, to whom she likewise gave a description of her husband's assassins. Enquiry was made concerning them at New York, but whether they perished by the just judgment of Providence, or found means to escape detection, was never ascertained.

## SHIPWRECK-OF

# H. M. SHIP NAMUR,

Of Seventy-four Guns, near Fort St. David's,  
in the East Indies, April 13, 1749.

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PART of the fleet under Admiral Boscawen being at anchor on the 12th of April, 1749, in the road of Fort St. David's, it began to blow most violently from the N.N.W. The next morning the wind suddenly shifted, blowing with still greater fury from the east, and then changed to the south. In this storm the *Namur*, of seventy-four guns, foundered, and only twenty-three of her crew were saved. The admiral, captain, and several of her officers were fortunately on shore. The *Pembroke*, of sixty guns, was lost on a bank near Porto Novo, and out of her crew of three hundred and forty-two persons only twelve escaped.

Mr. Alms, of the *Namur*, gives the following account of the loss of that ship, and of his own preservation, in a letter to Mr. Ives:—

“ We were at anchor in the *Namur*, in Fort St. David's road, Thursday, April 13th, 1749. In the morning it blew fresh, wind N.E. At noon we veered away to a cable and a half on the small bower. From one to four o'clock we were employed in setting up the lower rig-

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ging; hard gales and squally, with a very great sea. At six o'clock the ship rode very well, but half an hour afterwards had four feet water in her hold. We immediately cut the small bower cable, and stood to sea under our courses. Our mate, who cut the cable, was up to his waist in water, at the bitts. At half-past seven we had six feet water in the hold; when we hauled up our courses, and heaved overboard most of our upper-deck and all our quarter-deck guns to the leeward. By three-quarters after eight the water was up to our orlop gratings, and there was a great quantity between decks, so that the ship was water-logged, when we cut away all the masts, by which she righted. At the same time we manned the pumps, baled, and soon perceived that we gained upon the ship, which put us in great spirits. A little after nine we sounded, and found ourselves in nine fathoms water; the master called to cut away the sheet anchor, which was done immediately, and we veered away to a little better than a cable; but before the ship came head to the sea, she parted at the chess-tree. By this time it blew a hurricane. It is easier to conceive than to describe what a dismal, melancholy scene now presented itself,—the shriekings, cries, lamentations raving, and despair of above five hundred poor creatures verging on the brink of eternity!

I had, however, presence of mind to consider that the Almighty was at the same time all merciful, and experienced consolation in the



reflection that I had ever put my trust in him. In a short prayer I then implored his protection, and jumped overboard. The water at that time was up to the gratings of the poop, from which I leaped. The first thing I grappled was the capsan-bar, by means of which, in company with seven more, I got to the davit; but in less than an hour, I had the melancholy sight to see them all washed off, and myself remain upon it alone, and almost exhausted. I had now been above two hours in the water, when, to my unspeakable joy, I saw a large raft, with a great many men, driving towards me. When it came near I quitted the davit, and with great difficulty swam to the raft, upon which I got, with the assistance of one of our quarter-gunners. The raft proved to be the *Namur's* booms. As soon as we were able, we lashed the booms close together, fastened a plank across, and by these means made a good catamaran.

It was by this time one o'clock in the morning; soon afterwards the seas were so mountainous as to turn our machine upside down, but providentially with the loss of only one man. About four we struck ground with the booms, and, in a very short time, all the survivors reached the shore. After having returned thanks to God for his almost miraculous goodness towards us, we took each other by the hand, for it was not yet day, and still trusting to divine Providence for protection, we walked forth in search of some place to shelter

## SHIPWRECK OF THE NAMUR

ourselves from the inclemency of the weather, for the spot where we landed offered nothing but sand. When we had walked about for a whole hour, but to no manner of purpose, we returned to the place where we had left our catamaran, and, to our no small uneasiness, found that it was gone. Day-light now appeared, when we found ourselves upon a sandy bank, a little to the southward of Porto Novo, and as there was a river running between us and this Dutch settlement, we were under the necessity of fording it, and soon afterwards arrived at Porto Novo, where we were received with much hospitality. From our first landing till our arrival at Porto Novo, we lost four of our company, two at the place where we were cast ashore, and two in crossing the river.

After we had sufficiently refreshed ourselves at Porto Novo, the chief there was so obliging as to accommodate me with clothes, a horse, and a guide, to carry me to Fort St. David, where I arrived about noon the day following, and immediately waited on the admiral, who received me very kindly indeed ; and so excessive was the concern of that great and good man for the loss of so many poor souls, that he could not find utterance for the questions he appeared desirous of asking me concerning the particulars of our disaster."





## SUFFERINGS OF PETER SERRANO ;

Who having escaped from Shipwreck, lived  
Seven Years on a Sandy Island, on  
the Coast of Peru.

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THIS man as related by Garcilasso de le Vaga, escaped from shipwreck by swimming to that land, which from him received its name, being, as he reported, about two leagues in compass, and for so much it is estimated in the Book of charts, three little islands with divers shallow bays about them ; so that all ships keep at a distance from them, avoiding them with all possible care and circumspection.

It was Peter Serrano's misfortune to be lost upon these places, and to save his life on this desolate island, where no water, wood, grass, or any thing for support of human life, at least, for maintenance of him so long a time as until some ship passing by, might redeem him from perishing by hunger and thirst ; which agonizing manner of death is much more miserable, than by a speedy suffocation in the waters. With the sad thoughts thereof he passed the first night, lamenting his affliction, with as many melancholy reflections as we

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imagine capable to enter into the mind of a wretch in like extremity.

As soon as it grew day, he began to traverse his island, and found on the shore some cockles, shrimps, and other creatures of like nature, which the sea had thrown up, and he was obliged to eat them raw, because he had no fire to roast them.

With this small entertainment he passed his time, till observing some turtles not far from the shore, he watched a convenience until they came within his reach, and then throwing them on their backs, (which is the manner of taking that sort of fish) he cut the throat, drinking the blood instead of water; and slicing out the flesh with a knife, which was fastened to his girdle, he laid the pieces to be dried and roasted by the sun; the shell he made use of to take up the rain-water, which lay in little puddles, for that is a country often subject to great and sudden rains.

In this manner he passed the first of his days, by killing all the turtles that he was able, some of which were so large, that their shells were as big as targets or bucklers. Others were so great, that he was not able to turn them or stop them in their progress to the sea, so that in a short time experience taught him which sort he was able to deal with, and which were above his strength. With his lesser shells he poured water into the greater, some of which contained twelve gallons; so that having made sufficient provisions, both of meat and drink, he began

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to contrive some way to strike fire, that he might not only dress his meat with it, but also make a smoke, to give a sign to any ship that was passing. Considering of this invention, (for seamen are much more ingenious in all times of extremity than men bred on land) he searched every where to find out a couple of hard pebbles, instead of flints; his knife serving in the place of a steel; but the island being covered all over with a dead sand, and no stone appearing, he swam into the sea, and diving often to the bottom he at length found a couple of stones fit for his purpose, which he rubbed together until he got them to an edge, with which being able to strike fire, he drew some threads out of his shirt, which he worked so small, that it was like cotton, and served for tinder; so that having contrived a means to kindle fire, he gathered a great quantity of sea weeds, thrown up by the waves, which, with the shells of fish and the planks of ships, which had been wrecked on those shoals, afforded nourishment for his fuel; and lest sudden showers of rain should extinguish his fire, he made a little covering, like a small hut, with the shells of the largest turtles or tortoises that he had killed, taking great care that his fire should not go out.

In the space of two months, and sooner, he was as unprovided of all things as he was at first, for, with the rains, heat, and moisture of that climate, his provisions were corrupted, and the heat of the sun was so violent on him,

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having neither clothes to cover him, nor shadow for shelter, that when he was, as it were, broiled in the sun, he had no remedy but to run into the sea.

In this misery and care, he passed three years, during which time he saw several ships at sea, and as often made his smoke ; but none turned out of their way to see what it meant, for fear of those shelves and sands, which wary pilots avoid with all imaginable circumspection, so that the poor wretch, despairing of all manner of relief, esteemed it a mercy for him to die, and arrive at that period which could only put an end to his miseries.

Being exposed in this manner to all weathers, the hair of his body grew in that manner, that he was covered all over with bristles, and the hair of his head and beard reaching to his waist, he appeared like some wild savage creature.

At the end of three years, Serrano was strangely surprised with the appearance of a man on his island, whose ship had, the night before, been cast upon these sands, and who had saved himself on a plank of the vessel ; so soon as it was day, he espied the smoke, and imagining whence it was, he made towards it.

As soon as they saw each other, it is hard to say, which was the most amazed ; Serrano imagined that it was the devil, who came in the shape of a man, to tempt him to despair. The new comer believed Serrano to be the devil in his own proper shape and figure, being covered over with hair and beard ; in fine, they



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were both afraid, flying one from the other, Peter Serrano cried out, as he ran, "Jesus, Jesus, deliver me from the devil." The other, hearing this, took courage, and again returning to him, called out, "Brother, brother, don't fly from me, for I am a christian as thou art." And because he saw that Serrano still ran from him, he repeated the Credo, or Apostle's creed, in words aloud, which, when Serrano heard, he knew it was no devil that would recite those words, and thereupon gave a stop to his flight, and returning with great kindness, they embraced each other with sighs and tears, lamenting their sad state, without any hope of deliverance. Serrano, supposing that his guest needed refreshment, entertained him with such provisions as his miserable life afforded; and having a little comforted each other, they began to recount the manner and occasion of their sad disasters.

For the better government of their way of living, they apportioned their hours of day and night to certain services; such a time was appointed to kill fish for eating, such hours for gathering weeds, fish bones, and other matters which the sea threw up, to maintain their constant fire; and especial care had they to observe their watches, and relieve each other at certain hours, that so they might be sure their fire went not out.

In this manner they lived amicably together for certain days; for many did not pass before a quarrel arose between them, so high that they

were ready to fight. The occasion proceeded from some words that one gave the other, hinting that he took not that care and labour as the extremity of their condition required. This difference so increased, (for to such misery do our passions often betray us) that at length they separated and lived apart one from the other. However, in a short time, having experienced the want of that comfort which mutual society procures, their choler was appeased, and they returned to enjoy converse, and the assistance which friendship and company afforded; in which condition they passed four years, during all which time they saw several ships sail near them, yet none would be so charitable or curious, as to be invited by their smoke or flame; so that being now almost desperate, they expected no other remedy besides death, to put an end to their miseries.

However, a ship venturing to pass nearer than ordinary, espied the smoke; and rightly judging that it must be made by some shipwrecked persons escaped to those sands, hoisted out their boat to take them in. Serrano and his companion readily ran to the place where they saw the boat coming; but as soon as the mariners approached near enough to distinguish the strange figure and looks of these two men, they were so affrighted, that they began to row back: but the poor men cried out, and, that they might not believe them to be devils or evil spirits, they rehearsed the creed, and called on the name of Jesus, with which words the

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mariners returned, took them into the boat, and carried them to the ship, to the great wonder of all present, who with admiration beheld their hairy shapes, not like men but beasts, and with singular pleasure heard them relate the story of their past misfortunes.

The companion died on his voyage to Spain, but Serrano lived to come thither; from whence he travelled into Germany, where the Emperor, Charles V. then resided: all which time he nourished his hair and beard, to serve as an evidence and proof of his past life. Wheresoever he came, the crowd pressed, as to a sight, to see him. Persons of quality having the same curiosity, gave him sufficient to defray his charges; and his Imperial Majesty presented him with an annuity for life. He died at Panama.

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## SHIPWRECK OF THE AGATHA,

Which was stranded on the Suder Hacken, near Memel, the 7th of April, 1808, by which unfortunate event, thirteen Persons lost their lives.

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THE Agatha, Captain Koop, of Lubeck, sailed from Liebau for Calserona, April 3rd. 1808,

## SHIPWRECK OF

with Lord Royston (son of the Earl of Hardwicke) and about eighteen other passengers.

When they came within forty miles of Calscrona, the wind became direct west, and blew a gale; they were several times close to the island of Oland, but could not land on account of the ice: that, however, would not have prevented their attempting it, had not the captain said that there was no place for anchorage, nor was there a harbour; so they tacked about till the 6th, all the time the pumps going, and all hands bailing the ship; but they did not gain on the leak, and had always four or five feet of water in the hold.

On the above mentioned day, at noon, Colonel Pollen (one of the passengers) asked the captain, if he thought the ship could stand the sea. He answered, that "it was impossible." Hence it appears, that if the Colonel had not put that question, the vessel must have foundered with them all the next day. Upon receiving this answer from the captain, Colonel Pollen ordered him immediately to put back, and make the first port (which was Memel); and as it blew a gale, and the wind quite fair, they were sure of reaching it early next morning.

At two o'clock, on the morning of the 7th, they saw the coast, and at four, Memel. One of the passengers, Mr. Halliday (from whose account we have collected these particulars) went into the hold, opened his desk, and took what money he had there, placing it in the pocket of his kibitker, that he might secure it at a moment's warning, in case of danger.

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When our correspondent came upon deck, they were close to the bar ; he had not been there five minutes, when the ship struck with such violence, that, the ladies and children in the cabin and the passengers in the hold, had just time to reach the deck ; the ship then filled with water, and immediately after the rudder was knocked off. The women now took refuge in the sailor's cabin on deck, where some of the children were also put. The sea running dreadfully high, they were obliged to cut away the mast to prevent the ship upsetting ; the boats were then cut loose and launched, and Lord Royston, with three or four others, (Colonel Pollen, and Messrs. Baily and Renney, according to an account from St. Petersburg) jumped into them, but were upset in a moment. Twelve persons, viz. Mrs. Pollen, and three servants ; Mrs. Barnes, three children, and maid ; Messrs. Percyra and Focke, together with our correspondent, hastened into the round-house. All the rest, except those who wore lost by getting into the boats, were immediately washed overboard.

Shortly after the life-boat came alongside, and found the captain and three sailors upon the bowsprit, who telling the captain of the life-boat, that every one else was washed overboard, it put off leaving the above mentioned twelve in the round-house, in water up to the middle.

Here it may not be amiss to observe, that the Memel life-boat, was built by the original inventor Mr. Greathead, and sent to Memel in

the year 1802, since which time, it has been the means of saving a great number of lives, from ships wrecked on that bar, particularly in September, 1805, the Swedish Count Loweuhjelm chamberlain to the Queen of Sweden, and suite.

In order to prove to the people on shore that there was still living people on board, it was necessary for some of them to show themselves occasionally. Our correspondent, with Mrs. Pollen's two servants, Anthony and Hearn, were the only three who would venture, and one of these did so every quarter of an hour. During this day the life-boat made four or five attempts to relieve them, but could not come near, on account of the tremendous sea.

Next morning, at nine o'clock, Anthony, who was out, gave notice that the life-boat was at the bow-sprit. Mr. Halliday (the writer of this narrative) went out with Mrs. Pollen, and the youngest child. Mrs. Pollen, with great difficulty, reached the life-boat. Our correspondent was twice knocked down by the sea, with the child in one arm, but succeeded in keeping fast hold with the other. Finding, however, his strength failing him, he gave the child to Mrs. Barnes's maid (Ann) desiring her to remain where she was till he could send one of the men from the life-boat to take the child. Whether this woman rashly attempted to follow Mr. Halliday, or not, cannot be ascertained; but just as he threw himself into the boat, the sailors called out that the woman with the child, and a man, (viz. Hearn, Mrs. Pollen's

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servant) were washed overboard. A melancholy instance of the want of fortitude, coolness, and attention.

The weather was too boisterous to permit the boat to remain long where it was ; it therefore put off with Mrs. Pollen, her servant Anthony and Messrs. Halliday and Percrya. When they reached the shore, Mr. Halliday told the people that there were still four living persons on board. viz. Mrs. Barnes, her two children, and Mrs. Pollen's third servant. They were with difficulty persuaded to return, and succeeded in saving them.

Mr. Focke had died during the night, on board, from cold. Mr. Percrya also died, soon after he was brought to shore. Those who survived this melancholy event, were Mrs. Barnes (who was however, laid up, having had her feet frozen) and two children ; Mrs. Pollen and two servants : Captain Koop, and three sailors, Mr. Becher was also taken from the wreck, but died a few hours after he was landed. They were upwards of forty hours without meat or drink, and must have all perished had they remained six hours longer.

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DISTRESSING ACCOUNT OF  
THE  
PIRATICAL SEIZURE OF THE  
ADMIRAL TROUBRIDGE,

By part of her crew, in the Indian Seas, in  
the Year 1807,

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THE following account has been communicated by Captain Wallace, and Mr. Barnes, late of the Admiral Troubridge, under the date of Malacca, December 26th, 1807.

On the 21st of August last, the brig, Admiral Troubridge, was lying at anchor off the island of Sooloo. At about five, P. M. we were on board, when Captain Wallace gave his directions respecting the duty, and we returned to the shore about seven in the evening ; at this time the crew appeared satisfied, and no apprehensions were entertained for the safety of the vessel. About midnight, we were alarmed, by our people stationed at the house for a guard, with information that a gun had been fired on board, and that the brig was under weigh, standing out from the roads. We observed her some time, supposing they were shifting her birth ; but finding that she was drifting fast to the



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orth-east part of the island, with little wind, we conjectured the vessel was cut off, though a loss to know by what means. As the people on shore were quiet, and no boats were seen moving on the water, we concluded that the crew had overpowered the officers and seized the vessel.

Mr. Barnes then waited on the head Daroo, and begged of him to send out the prows after her; but, at that hour, it being impracticable, he promised to dispatch them as soon as they were ready.

In the morning, the wind having been light and unfavourable for clearing the island, we waited on the Sultan, and begged he would send prows off immediately; and, in order to hasten their dispatch, offered a reward of 5000 Spanish Dollars to those who might retake the vessel. He consulted with some of the principals, and desired us to go to the head Daroo, who would give orders respecting the prows. On seeing him, we were informed, that a boat had left the brig with four men; and Captain Wallace was so persuaded of the truth of this report, that he armed himself, and embarked in a small boat with some Sooloonese and a sea-unny, determined to get on board, if possible, under an idea, that if the ring-leaders, had left her, the Lascars would assist him against any others who might be concerned in the mutiny.

He neared the brig, sufficiently to hear the people working, before he found the report untrue; and then received the discharge of six

## SEIZURE OF

guns, and swivels from the stern, on firing of which the natives jumped into the water, excepting one man, who stood up and fired two muskets at the brig : he then returned and reached the town in safety, between four and five o'clock that afternoon, having left her with all sail set standing to the eastward.

In the evening, the Daroo left the town, with three Large Prows, well manned and armed accompanied by his chosen slaves ; it then being calm, and having advantage of rowing, we had great hopes of his coming up with the vessel.

Between one and two o'clock in the morning of the 3rd, we were much surprised with the appearance of Mr. William Sharpe, the chief officer, covered with blood, and severely wounded. He had been sent away from the brig, the preceeding evening, with two seacunnies, and three others, not concerned in the mutiny, and from them we learned the following particulars :

Mr. Sharpe stated, that he retired to his cabin about nine, P. M., on the 21st, and left Mr. C. B. Lloyd, the second officer, in charge of the deck, from eight to twelve, and had not the least apprehension of danger from the crew, knowing of no disaffection.

That, to the best of his knowledge, it was between eleven and twelve when he was alarmed by some cries, and a noise like clashing of swords ; on which he ran to the steerage, and looked up the hatchway, when one of the people made a stab at him with a boarding-pike. He

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turned to his cabin for fire-arms, and a Manilla seacunny and a Malay Lascarrushed down with cutlasses, on whom he discharged a pistol, and wounded the seacunny in the arm. The report of the pistol deterred others from coming down for some time, till a seapoy, stationed below as guard, seized him round the waist, and called others for assistance. In this interval, Mr. Sharpe called on Mr. Lloyd, but received no answer; for, alas, Mr. Lloyd was no more! Shortly after, many others came down, and he was overpowered, after defending himself to the utmost. In the tumult, he received a severe wound in the neck, which, with many other cuts, and stabs, occasioned a loss of blood, so as to render him unable to stand, and the villains then supposed he was murdered. Finding, however, that he was not dead, they extended their mercy so far as to bind his hands behind, and lashed him to a standing cot in his cabin. Shortly after, he heard a gun fire, and the noise of bending sails, in which the Serang appeared very active; for his voice was heard repeatedly, cheering the people. Mr. Sharpe knows nothing more of their proceedings, till about eight o'clock in the morning, when he was removed from the cot, and placed in irons, spiked to the deck. About six in the evening, they came to resolution to send him on shore in one of the ship's boats, and five others, as before described. The two seacunnies, who landed with Mr. Sharpe, state, that, on the night of the 21st, they were sleeping near the capstan, and were

awakened by some cries, and a bustling on deck ; on which one of them ran forward, and got on the fore-stay, supposing the shore people had boarded the vessel, and he there saw a Malay Lascar cut the cables ; another seacunny saw the Malay Lascars on the quarter-deck, armed with cutlasses. Mr. Lloyd lay on the deck ; he attempted to raise him, and found him bloody : this seacunny was ordered forward immediately, and, with the other, was placed below, and the hatch put over them, where they were kept till about three o'clock in the morning, and were ordered up, with a promise that their lives should be spared, if they assisted to work the brig. Mr. Lloyd was then found dead, and the gunner lying with many wounds. On his showing some signs of life, one of the Lascars killed him with a crow-bar. At sunrise, their bodies were thrown overboard.

We were now preparing to leave Sooloo for Manilla, by help of a prow, when captain E. Masquerier, with the ship Jane, fortunately arrived.

Captain Masquerier shaped a course to Monada, in hopes of falling in with the brig, and learned that a vessel, answering to her description, had passed, under American colours, some days before, steering towards the island of Ternate. Nothing certain, however, has been heard of the Admiral Troubridge, although great pains and exertions have been used.





THE LITCHFIELD,

# SHIPWRECK OF H.M. SHIP LITCHFIELD,

Of 32 Guns, on the Coast of Barbary,  
November 30, 1758.

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THE Litchfield, Captain Barton, left Ireland on the 11th of November, 1758, in company with several other men-of-war and transports, under the command of Commodore Keppel, intended for the reduction of Goree. The voyage was prosperous till the 28th, when at eight in the evening I took charge of the watch, and weather turned out very squally, with rain. At nine it was extremely dark, with much lightning, the wind varying from S.W. to W.N.W. At half-past nine we had a very hard squall. Captain Barton came upon deck and staid till ten; then left orders to keep sight of the commodore, and to make what sail the weather would permit. At eleven, we saw the commodore bearing south, but the squalls coming so heavy, were obliged to hand the main-top-sail, and, at twelve o'clock, were under our courses. November the 29th, at one in the morning, I left the deck in charge of the first lieutenant, the light, which we took to be the commodore's light ahead, bearing S., wind W.S.W. blowing very hard: at six in the morning I was awakened by a great shock, and a confused noise

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of the men on deck. I ran up, thinking some ship had run foul of us, for by my own reckoning, and that of every other person in the ship, we were at least 35 leagues distant from any land; but, before I could reach the quarter-deck, the ship gave a great stroke upon the ground, and the sea broke all over her. Just after this I could perceive the land rocky, rugged, and uneven, about two cables' length from us. The ship lying with her broadside to windward, the masts soon went overboard, carrying some men with them. It is impossible for any one but a sufferer to feel our distress at this time; the masts, yards, and sails hanging alongside in a confused heap; the ship beating violently upon the rocks; the waves curling up to an incredible height, then dashing down with such force as if they would immediately have split the ship in pieces, which we, indeed, every moment expected. When we had a little recovered from our first confusion, we saw it necessary to get every thing we could over to the larboard side, to prevent the ship from heeling off, and exposing the deck to the sea. Some of the people were very earnest to get the boats out, contrary to advice; and, after much entreaty, notwithstanding a most terrible sea, one of the boats was launched, and eight of the best men jumped into her; but she had scarcely got to the ship's stern, when she was whirled to the bottom, and every soul in her perished. The rest of the boats were soon washed to pieces on the deck. We then made



## THE LITCHFIELD.

a raft with the davit, capstan-bars, and some boards, and waited, with resignation, for divine Providence to assist us. The ship was soon filled with water, so that we had no time to get any provision up ; the quarter-deck and poop were now the only places we could stand on with security, the waves being almost spent by the time they reached us, owing to the fore part of the ship breaking.

At four in the afternoon, perceiving the sea to be much abated, one of our people attempted to swim, and got safe on shore. There were numbers of Moors upon the rock ready to take hold of any one, and beckoned much for us to come ashore, which at first we took for kindness, but they soon undeceived us, for they had not the humanity to assist any body that were entirely naked, but would fly to those who had any thing about them, and strip them before they were quite out of the water, wrangling among themselves about the plunder. In the mean time the poor wretches were left to crawl up the rocks if they were able, if not, they perished unregarded. The second lieutenant and myself, with about sixty-five others, got ashore before dark, but were left exposed to the weather on the cold sand. To save ourselves from perishing of cold, we were obliged to go down to the shore and bring up pieces of the wreck to make a fire. While we were thus employed, if we happened to pick up a shirt or handkerchief, and not give it to the Moors at the first demand, the next thing was a dagger presented

## SHIPWRECK OF

to our breasts. They allowed us a piece of an old sail, which they did not think worth carrying off; with this we made two tents, and crowded ourselves into them, sitting between one another's legs to preserve warmth and make room. In this uneasy situation, continually bewailing our misery, and that of our poor shipmates on the wreck, we passed a most tedious night, without so much as a drop of water to refresh ourselves, excepting what we caught through our sail-cloth covering.

November the 30th, at six in the morning, we went down with a number of our men upon the rocks, to assist our shipmates in coming ashore, and found the ship had been greatly shattered in the night. It being now low water, many attempted to swim ashore; some got safe, but others perished. The people on board got the raft into the water, and about fifteen men placed themselves upon it. They had no sooner put off from the wreck, than it overturned; most of the men recovered it again, but, scarcely were they on, before it was a second time overturned. Only three or four got hold of it again, and all the rest perished. In the meantime, a good swimmer brought with much difficulty a rope ashore, which I had the good fortune to catch hold of when he was quite spent, and had thoughts of quitting it. Some people coming to my assistance, we pulled a large rope ashore with that, and made it fast round a rock. We found this gave great spirits to the poor souls upon the wreck; for it

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being hauled taught from the upper part of the stern, made an easy descent, to any who had art enough to walk or slide upon a rope, with a smaller rope fixed above to hold by. This was a means of saving a number of lives, though many were washed off by the impetuous surf, and perished. The flood coming on, raised the surf, and prevented any more from coming at that time, so that the ropes could be of no farther use. We then retired from the rocks; and hunger prevailing, we set about broiling some of the drowned turkeys, &c., which, with some flour mixed into a paste, and baked upon the coals, constituted our first meal on this barbarous coast. We found a well of fresh water about half a mile off, which very much refreshed us. But we scarcely finished this coarse repast, when the Moors, who were now grown numerous, drove us all down to the rocks to bring up empty iron-bound casks, pieces of the wreck which had the most iron about them, and other articles.

About three o'clock in the afternoon we made another meal on the drowned poultry, and finding that this was the best provision we were likely to have, some were ordered to save all they could find, others to raise a larger tent, and the rest were sent down to the rocks to look out for people coming ashore. The surf greatly increased with the flood, and breaking upon the fore part of the ship, she was divided into three parts; the fore part was turned keel up, the middle part was soon dashed into a

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thousand pieces ; the fore part of the poop likewise fell at this time, and about thirty men went with it, eight of whom got ashore with our help, but so bruised that we despaired of their recovery. Nothing but the after part of the poop now remained above water, with a very small part of the other decks, on which our captain and about 130 more remained, expecting every wave to be their last. Every shock threw some off ; few or none of whom came on shore alive. During this distress the Moors laughed uncommonly, and seemed much diverted, when a wave larger than usual threatened the destruction of the poor wretches on the wreck. Between four and five o'clock the sea was much decreased with the ebb : the rope being still secure, the people began to venture upon it ; some tumbled off and perished, but others reached the shore in safety.

About five, we beckoned as much as possible for the captain to come upon the rope, as this seemed to be as good an opportunity as any we had seen ; and many arrived in safety with our assistance. Some told us that the captain was determined to stay till all the men had quitted the wreck ; however, we still continued to beckon for him, and before it was dark, we saw him come upon the rope. He was closely followed by a good able seaman, who did all he could to keep up his spirits and assist him in warping. As he could not swim, and had been so many hours without refreshment, with the surf hurling him violently along, he was unable

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to resist the force of the waves, and lost his hold of the great rope, and must inevitably have perished, had not a wave thrown him within reach of our ropes, which he had barely sufficient sense left to catch hold of. We pulled him up, and after resting a short time on the rocks, he came to himself; and walking up to the tent, desired us to continue to assist the rest of the people in coming on shore. The villains, the Moors, would have stripped him, though he had nothing on but a plain waistcoat and breeches, if we had not plucked up a little spirit and opposed them; upon which they thought proper to desist. The people continued to come ashore, though many perished in the attempt. The Moors, at length, growing tired with waiting for so little plunder, would not suffer us to remain on the rocks, but drove us all away; I then, with the captain's approbation, went, and by signs made humble supplication to the bashaw, who was in the tent dividing the valuable plunder. He understood us at last, and gave us permission to go down, at the same time sending some Moors with us. We carried fire-brands down to let the poor souls on the wreck see that we were still there in readiness to assist them. About nine at night, finding that no more men would venture upon the rope, as the surf was again greatly increased, we retired to the tent, leaving, by the account of the last man who arrived, between thirty and forty souls still upon the wreck. We now thought of stowing every

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body in the tent, and began by fixing the captain in the middle. We then made every man lie down on his side, as we could not afford them each a breadth ; but, after all, many took easy lodgings in empty casks.

The next morning the weather was moderate and fair. We found the wreck all in pieces on the rocks, and the shore covered with lumber. The people upon the wreck all perished about one in the morning. In the afternoon we called a muster, and found the number of the survivors to be 220 ; so that 130 had perished on this melancholy occasion.

On the 2d of December the weather still continued moderate. We subsisted entirely on the drowned stock, with a little salt pork to relish it, and the flour made into cakes ; all of which we issued regularly and sparingly, as we were ignorant whether the Moors would furnish us with any thing, they being still very troublesome, and even wanting to rob us of the canvas which covered our tent. At two in the afternoon a black servant arrived, sent by Mr. Butler, a Dane, factor to the African Company at Saffy, a town at the distance of about thirty miles, to enquire into our condition, and to offer us assistance. The man having brought pens, ink, and paper, the captain sent back a letter by him. Finding there was one who offered us help, it greatly refreshed our afflicted hearts.

In the afternoon of the following day, we received a letter from Mr. Butler, with some

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bread, and a few other necessaries. On the 4th, the people were employed in picking up pieces of sails, and whatever else the Moors would permit them. We divided the crew into messes, and served the necessaries we received the preceding day. They had bread, and the flesh of the drowned stock. In the afternoon we received another letter from Mr. Butler, and one was at the same time brought us from Mr. Andrews, an Irish gentleman, a merchant at Saffy. The Moors were not so troublesome now as before, most of them going off with what they had got.

On the 5th the drowned stock was entirely consumed, and at low water the people were employed in collecting mussels. At ten in the morning Mr. Andrews arrived, bringing with him a French surgeon, with medicines and plaisters, of which some of the men who had been dreadfully bruised, stood in great need. The following day, we served out one of the blankets of the country to every two men, and pampooses, a kind of slipper, to those who were in most want of them. These supplies were likewise brought us by Mr. Andrews. The people were now obliged to live upon muscles and bread, the Moors, who promised us a supply of cattle, having deceived us, and never returned.

The people, on the 7th, were still employed in collecting muscles and limpets. The Moors began to be a little civil to us, for fear the emperor should punish them for their cruel treat-

ment of us. In the afternoon, a messenger arrived from the emperor at Sallee, with general orders to the people to supply us with provisions. They accordingly brought us some lean bullocks and sheep, which Mr. Andrews purchased for us ; but at this time we had no pots to make broth in, and the cattle were scarcely fit for any thing else.

In the morning of the 19th, we made preparations for marching to Morocco, the emperor having sent orders for that purpose, and camels to carry the lame and the necessaries. At nine we set off with about thirty camels, having got all our liquor with us, divided into hogsheads, for the convenience of carriage on the camels. At noon we joined the crews of one of the transports and a bomb-tender, which had been wrecked about three leagues to the northward of us. We were then all mounted upon camels, excepting the captain, who was furnished with a horse. We never stopped till seven in the evening, when they procured us two tents only, which would not contain one-third of the men, so that most of them lay exposed to the dew, which was very heavy, and extremely cold. We found our whole number to be 338, including officers, men, boys, three women, and a child, which one of the women brought ashore in her teeth.

On the 11th we continued our journey, attended by a number of Moors on horseback. At six in the evening we came to our resting-



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place for that night, and were furnished with tents sufficient to cover all our men.

At five in the morning of the 12th, we set out as before, and, at two in the afternoon, saw the emperor's cavalcade at a distance. At three, a relation of the emperor's, named Muli Adriz, came to us, and told the captain it was the emperor's orders, he should that instant write a letter to our governor at Gibraltar, to send to his Britannic Majesty to enquire whether he would settle a peace with him or not. Captain Barton immediately sat down upon the grass and wrote a letter, which, being given to Muli Adriz, he went and joined the emperor again. At six in the evening we came to our resting-place for the night, and were well furnished with tents, but with very little provisions.

We were, the following day, desired to continue on the same spot till the men were refreshed, and this repose they greatly needed, and we received a better supply of provisions. That morning, lieutenant Harrison, commanding the soldiers belonging to lord Forbes's regiment, died suddenly in his tent. In the evening, while employed in his interment, the inhuman Moors disturbed us by throwing stones and mocking us. The next day we found that they had opened the grave and stripped the body.

On the 16th, we continued our journey, came to our resting-place at four in the afternoon, pitched the tents, and served out the provi-

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sions. Here our people were ill-treated by some of the country Moors. As they were taking water from a brook, the Moors would always spit into the vessel before they would suffer them to take it away. Upon this some of us went down to enquire into the affair, but were immediately saluted with a shower of stones. We ran in upon them, beat some of them pretty soundly, put them to flight, and brought away one who thought to defend himself with a long knife. This fellow was severely punished by the officer who had the charge of conducting us.

The two succeeding days we continued our journey, and at three in the afternoon of the 18th, arrived at the city of Morocco, without having seen a single habitation during the whole journey. Here we were insulted by the rabble, and, at five, were carried before the emperor, surrounded by five or six hundred of his guards. He was on horseback before the gate of his palace, that being the place where he distributes justice to his people. He told captain Barton, by an interpreter, that he was neither at peace nor war with England, and he would detain us till an ambassador arrived from that country to conclude a permanent treaty. The captain then desired that we might not be treated as slaves. He answered hastily that we should be taken care of. We were then immediately hurried out of his presence, and conveyed to two old ruinous houses, where we were shut up amidst dirt and innu-

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erable vermin of every description. Mr Butler being at Morocco on business, came and supplied us with victuals and drink, and procured liberty for the captain to go home with him to his lodgings. He likewise sent some blankets for the officers, with which we made shift to pass the night with tolerable comfort, as we were very much fatigued.

At nine in the morning of the 21st, the emperor sent orders for the captain and every officer to appear before him. We immediately repaired to his palace, where we remained waiting in an outer yard two hours; in the mean time he diverted himself with seeing a clumsy Dutch boat rowed about in a pond by four of our petty officers. About noon we were called before him, and placed in a line about thirty yards from him. He was sitting in a chair by the side of a pond, accompanied only by two of his chief alcaides. Having viewed us some time, he ordered the captain to come forward, and having asked him a good many questions concerning our navy, and the destination of the squadrons to which we had belonged, we were also called forward by two and three at a time, as we stood according to our rank. He then asked most of us some very insignificant questions, and took some to be Portuguese because they had black hair, and others to be Swedes because their hair was light. He judged none of us to be English excepting the captain, the second lieutenant, the ensign of the soldiers, and myself.

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But assuring him we were all English, he cried *Bonna*, and gave a nod for our departure; to which we returned a very low bow, and were glad to return to our old ruined houses again. Our total number amounted to thirty.

On the 25th, being Christmas-day, prayers were read to the people, as usual in the church of England. The captain this day received a present of tea and loaves of sugar from one of the queens, whose grandfather had been an English renegado.

In the afternoon of the 26th we received the disagreeable intelligence, that the emperor would oblige all the English to work, like all the other Christian slaves, excepting the officers who were before him on the 21st. The next day this account was confirmed; for, at seven in the morning, an alcaide came and ordered all our people out to work, excepting those who were sick. Upon our application, eight were allowed to stay at home every day to cook for the rest, and this office was performed by turns throughout the whole number. At four in the afternoon the people returned, some having been employed in carrying wood, some in turning up the ground with hoes, and others in picking weeds in the emperor's gardens. Their victuals were prepared for them against their return.

On the 28th, all the people went to work as soon as they could see, and returned at four in the afternoon. Two of the soldiers received one hundred bastinadoes each, for behaving in

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a disrespectful manner while the emperor was looking at their work.

On the 30th, captain Barton received a kind message from the emperor, with permission to ride out or take a walk in his gardens with his officers.

From this time the men continued in the same state of slavery till the arrival, in April, of captain Millbank, who was sent as ambassador to the emperor. He concluded a treaty for the ransom of the crew of the Litchfield, together with the other English subjects in the emperor's power, and the sum stipulated to be paid for their release was 170,000 dollars. Our people accordingly set out for Sallee, attended by a bashaw and two soldiers on horseback. On the fourth day of their march they had a skirmish with some of the country Moors. The dispute began in consequence of some of our men in the rear stopping at a village to buy some milk, for which, after they had drank it, the Moors demanded an exorbitant price. This our men refused to give, on which the Moors had recourse to blows, which our people returned; and others coming to their assistance, they maintained a smart battle, till the enemy became too numerous. In the meantime some rode off to call the guards, who instantly came up with their drawn scymeters, and dealt round them pretty briskly. During this interval we were not idle, and had the pleasure to see the blood trickling down a good many of their faces. The guards seized the

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chief man of the village, and carried him before the bashaw, who was our conductor, and who having heard the cause, dismissed him without further punishment, in consideration of his having been well drubbed by us.

On the 22d of April, we arrived at Sallee, and pitched our tents in an old castle. It was a matter of great satisfaction to us that a treaty for our ransom had been effected without much delay, for, from the wind on this coast, the roads at Sallee can only be entered by large vessels from April to September. The castle in which we were lodged appertained to a fort of twenty-four pieces of cannon, with which, and a redoubt, they command the road and entrance to the river. We could not but smile at the splendid useless docks here,—useless from want of skill and materials to apply them to the purposes for which they were intended. The harbour and town seemed a mere nest for a set of infamous pirates, who war against Christians' property, and traffic in their bodies.

We soon afterwards embarked on board the Gibraltar, which landed us at Gibraltar on the 27th of June. From thence we went on board the Marlborough, and arrived in England, August, 1760.

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*Pelham and Seven of his Companions, on an Island of Ice.*



## SUFFERINGS OF EIGHT ENGLISH SEAMEN,

Left by accident in Greenland, in 1630.

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THE following most extraordinary instance of preservation on record, is compiled from the narrative written by one of the survivors, named Selham. By determining to meet the danger, and acting promptly, and by their prudence, skill, and ingenuity, they overcame what before was thought impossible,—a winter's residence in those dreary regions. Merchants had offered great rewards, and every necessary required, to any one who would encounter those frozen territories during the winter; but the stoutest heart shrunk from the hazard. Even condemned criminals had preferred returning to a sure and violent death than venture on perils which they had volunteered to meet. At the present period, although little is thought of such an enterprize, yet it appears that in those days public and individual opinion mantled it with risks and terrors which it was imagined no human being could conquer.

The Salutation of London, in the service of the Muscovy Company of merchants, sailed for Greenland May 1, 1630. Having procured sufficient fish on the 8th of August, they set sail to the southward, in order to make Green-

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harbour, and take in some men who were on shore there. As the wind was contrary, and the ship being only five leagues from a place noted for good venison, the master sent the following eight men on shore : William Fakeley, gunner ; Edward Pelham, gunner's mate, the narrator ; John Wise and John Goodfellow, seamen ; Thomas Ayres, whale-cutter ; Henry Brett, cooper ; John Dawes and Richard Kellet, landsmen. They had with them two dogs, a matchlock, two lances, and a tinder-box. After being very successful, the next morning they looked out for their vessel, but from the weather being thick and foggy, they could not see it. They therefore made for Greenharbour, where they arrived on the 17th August, when they found their ship had gone, with twenty men who had been left there. Knowing their ship wanted provisions, they thought it best to make for Bell Sound, but twice over-shot it, and did not arrive there until the 21st, when they were again disappointed, as no vessel was there. Their prospects were now gloomy indeed. The shallop was secured, and two of the party went in vain, over land, to see if the ship was at a place called the Tent. They next searched Bottle Cove, three leagues on the other side of the sound, without success. All now seemed to be hopeless. They had neither pilot, chart, nor compass. Their fears, as they reasonably might do, now grew stronger. They debated whether it was best to stay where they now landed, or to set sail

he ice was an obstacle to the latter step, yet at Bottle Cove nothing could be expected but a lingering and painful death, for the place was no way habitable.

At length they reflected that what little hope remained for them must perish by delay, and that they must endeavour immediately or not at all. Their passage to England was now out of the question. They wisely determined to shake off all fear. God having given them the hearts of men, they determined to be resolute, and resist despairing thoughts. They agreed to go to Greenharbour, and to hunt venison for their winter's subsistence.

On the 25th of August they set sail for Greenharbour, and in twelve hours reached it in safety. They landed and made a sort of tent with the boat's sail spread upon their oars, designing, after taking sufficient rest, to set out hunting. They rose early and steered in their boat for a place called Cole's Park, well known to one of them as abounding in deer. It was about two leagues distance. There they killed seven deer and four bears that day, after which, the sky not looking favourable, they returned to where they had slept the night before, rigged up their tent again, and spent the night. The next morning, the weather being fine, they left two of their number behind, to cook their provisions, and returned to their hunting ground. On their way, seeing deer feeding on the shore, they landed, and killed twelve in the whole, when it began to rain and blow, and they de-

terminated to return to their tent, and proceed no farther. The following day the weather would not admit of their hunting again. They therefore loaded their boat with bears and venison; and finding a second boat, which was drawn up to be ready for the whalers the next season, they loaded that with greaves of the whales, which had been left in heaps on the ground by the last ships, and divided themselves into two companies, manned both boats, and set out for Bell Sound, at which place they intended to winter, in a building used by the whalers, and called the "Tent." They there purposed to lay up their present stock, and then set out again to hunt more, that they might be under no apprehension on the score of their winter provision. Night came on them before they could get ready to set out, and the following day being Sunday, they determined to do no work, taking the best mode they could to show their devotion to the Almighty, though Bible or book of prayer they had none. On the Monday they arose early, but from foul weather they could only get half way to Bell Sound, before the evening came upon them; but they lay to in Bottle Cove that night, going on shore and anchoring their boats in the cove. In the night the sea blew right into the cove, owing to a south-west wind; the grapnel that secured the boats came home, and both were driven on shore, so that their stock of provisions was part wetted, and part beaten out of the boats into the sea. This was a fearful ac-

cident at such a time. The only hope upon which depended their lives was well near being lost, or rendered unfit for food. They got through the surf to the boats ; got a hawser on shore, and with a purchase, by main force heaved them upon the land. They then collected such of their provisions as had been washed out of the boats. They determined not to venture afloat again, until the weather would allow them to go over to Bell Sound.

On the 3d of September, they launched their boats, and reached their destination in safety, secured their provisions, taking them into the shed called the Tent, already mentioned. This shed or house, in which they designed to winter, was built very substantially of beams and boards, and covered with Flemish tiles, having been formerly erected by the Flemings at the time their ships came thither. It was eighty feet long and fifty broad. The coopers of the whalers used to live and work in it, while they made the casks for holding the train oil.

The weather now began to change ; the nights lengthened, and the frosts set in upon them. They were afraid to venture by sea upon another hunting excursion, lest the sound should freeze up and prevent their return. On land, the country was so mountainous, there was no travelling that way. They therefore deemed it best to remain at the "Tent," and provide for the coming winter. They determined with great sagacity and sound judgment to build themselves

an apartment within the large house or tent, close to the south side of it. A smaller house had been built for other labourers from the whalers, hard by the large one already mentioned. This they took down. With the materials they proposed to build that which they had resolved upon, within the large building, by which means their walls would be double. The materials thus obtained furnished them with deal boards, rafters, and posts, while the chimney furnaces used for boiling the whale oil, supplied them with bricks. They found three hogsheads of fine lime hard by, and knowing another was stored up at Bottle Cove, three leagues off, they fetched home that also. This lime they mixed with the sea-sand and formed excellent mortar for laying their bricks, but the weather was already so cold they were obliged to keep up two fires to prevent their mortar from freezing. Two of the party employed themselves in raising a wall a brick thick against the inner side of the large shed, which was of wood. While these two were thus employed, others were bringing in bricks, or cleaning them, some at the same time were making the mortar, or hewing the boards intended to be used. Two hands at the same time flayed the venison, so that all proceeded together, as fast as it was possible, a plan reflecting great credit upon the judgment of these men. There were only bricks sufficient for two of the walls, and a few to spare. The other two walls, within the large building, they built of boards nailed

close together, upon stanchions a foot in depth, the space between they filled up with sand, and it was found so tight, that not a breath of air passed through to inconvenience them. The chimney they made about nine inches wide, and four feet long, opening into the large building. Their apartment thus ingeniously constructed, was twenty feet long, by seventeen wide, and ten high. The ceiling was composed of deal boards doubled five or six times over the joints of those beneath, the middle of one board pressing on the joining of two beneath, so close that no air could enter. Their door they lined with a bed, which they found in the place, lapping over the opening and shutting of it. They made no windows, but removing two or three tiles in the roof of the outer building directly over the chimney, it gave them all the light they thought it needful to admit while they had the sun in the horizon. They next built up four cabins, to hold two in each cabin, and made their beds of deer skins dried, which they found very warm and comfortable.

Their next object was to provide themselves with firing. For this purpose they examined the boats which had been left on shore by the whalers, and finding seven of them too crazy to be used in the ensuing year, they broke them up, and stowed them over the cross beams of the outer house, in the manner of a floor, to prevent any snow which might drive in between the tiles, from getting into the outer shed, and incommoding them when they wanted to reach

any of their stores, which were laid up there. When the weather began to get colder, and the day almost to disappear, they stove some empty casks which had been left behind by the shipping, and used several other things for fuel, always endeavouring to injure, as little as possible, anything which would be of service during the ensuing fishing season, for they could easily have rendered abortive the next year's voyage, by any wanton waste. They determined to husband their stock of fuel, as they seemed still to have one too small for the long and cold season which had just begun. They also hit upon the expedient, at night when they raked up their fire and it had a good quantity of ashes and embers, to place in the midst of it a piece of elm wood, and after it had been sixteen hours thus covered up, they found in it a good body of fire and heat. By this means their fire never went out for eight months, and they found it a plan of great economy in fuel.

On the twelfth of September, drift ice came floating into the sound, on which they espied two sea-horses, a young and old one asleep, and taking an old harpoon iron which they found in the shed, they fastened a grapnel rope to it, and launched their boat in pursuit. Approaching warily, they struck the old one, and secured it. The young one, unwilling to abandon its parent, was also killed. This was a fortunate addition to their stock of provisions, with which these two animals were speedily placed. A third was captured on the 19th of the same



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month. The nights now began to be so long, and the weather so cold, that there was little hope of their getting any addition to their provisions, unless a chance bear might stray near them. They therefore took a survey of their stock, and found it not more than half the quantity which they estimated they should need. They therefore agreed to stint themselves to one reasonable meal a day, and to keep Wednesdays and Fridays as a sort of fast, upon the loathsome greaves of the whale, which are the scraps of fat flung away after the oil is extracted; this mode they pursued for three months.

They had now done all which human prudence could suggest in their situation to provide for their future wants. The coming time appeared dismal and gloomy enough to them. Their clothes and shoes were nearly worn out, and they endeavoured to repair them with rope yarn for thread, using whalebone needles. The sea was frozen over by the 10th of October, and the cold was so severe that it might bend down the boldest spirit. Now came the moment of trial, when they could be no longer active, and they were to be left to the reflections and imaginations of a situation where solitude was rendered more painful by idleness, and the mind, no longer employed in casting about for the means of preservation, was flung back upon itself. Their heads were filled with a thousand troubles and complaints. Their wives and children appeared round them in af-

fliction, at their supposed unhappy fate. Some had parents, whom they fancied to be broken-hearted at their doom. Thus they in their leisure intermingled their apprehensions and bewailings, until hope would for a time again revive, and a prospect of surviving and returning home would cheer them. At one time they would complain of the conduct of their master, who had left them to their fate, and then they would find excuses for him, imagining he and his ship had been lost among the ice, and even lament his miserable end.

At length, tormented in this manner, and suffering from cold and privation, they seemed on the point of giving way to despair. They endeavoured, with some success, to resist their grief, and they supplicated God for strength and patience to bear their miseries. Soon they would cheer up again, fancying their prayers were heard, and determine to use the best means in their power to prolong their lives.

They now apprehended their firing might fail them before the winter was over, and they every day roasted half a deer, which they stowed away in hogsheads, leaving only so much in a raw state as would furnish them a quarter every Sunday, and also one for Christmas day.

This employment finished, again they began to dwell upon their miseries and their hardships, that, though they were preserved, they must still be as banished men bereft of all society. They thought of the hunger they might

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have to sustain, and in examining the greaves of the whale they had in store, discovered they were most of them injured by the wet they had taken from the sea-water, having grown mouldy. Their bear and venison they found would not allow them so much as they had before estimated, so that they could only feast upon it three days a week, and were obliged to eat the spoiled greaves the other four, or go without food. They had now no more light. From the 14th of October to the 3d of February, the sun did not appear above the horizon, though the moon shone as bright as in England both day and night, except when, during the thick and dark weather, which was frequent, she could not be seen. The day which had seemed to glimmer for eight hours in October, did not appear at all from the 1st to the 20th of December, and prior to that time the light had shortened with great rapidity. From the 20th of December to the 1st of January, a little white glare appeared in the south, but no light, though, on the 1st of January, the day seemed to approach. The darkness rendered the times of day and night uncertain. Pelham tried to keep an account in his mind, by first recollecting the number of the epoch. He then made his addition by the supposed, though uncertain daylight, from which he judged the moon's age; and this enabled him to make a rule for the passing time. He was so correct as it happened, that, on the arrival of the ships in the next whaling season, he told them the day of the month correctly.

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The continual darkness became so irksome to them, and the time hung so much heavier on their hands, that they endeavoured to find means of preserving a light. A piece of sheet lead which they found, they shaped into three lamps, rope-yarn serving them for wicks. Train-oil they found in sufficient quantity in the outer building, left by the ships. These lamps they kept constantly burning, and they found them a great relief in their dreary situation. Yet all could not secure them from desponding thoughts at times. They accounted themselves dead men, and their hut the dungeon where they awaited their doom. They would burst out into repinings at their state of suffering, and in their impatience arraign the causes of their misery. Then their consciences would tell them it was in consequence of their own former loose lives, and that they were either reserved as examples in their punishment, or else to be objects of divine mercy in their deliverance. Then they fell to prayer, and humbling themselves two or three times a day. The same course they followed during the whole time of their confinement in the hut.

When the new year commenced, they found the cold increase so much, that at last it raised blisters on their skin, and on touching iron, it stuck like bird-lime to their fingers. When they went out to fetch water or snow, the cold would so chill them, that they felt as sore as if they had been beaten. Until the 10th of the month of January, they found water issuing out

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of an ice cliff, in a hollow near the sea shore, which they obtained by digging through the surface of the ice with a pickaxe. When the cold became too intense for this, they had recourse to snow water, which they melted by putting red-hot irons into it; and this they were obliged to do until the end of May.

At the end of January, the days were several hours long; this enabled them more conveniently to survey their stock of victuals, when they found, to their dismay, it could not last them more than six weeks longer. They now began to dread that they were reserved to perish of famine, and they saw no hope of relief. On the 3d of February they once more beheld the sun; the day was fair, clear, but exceedingly cold. The tops of the lofty mountains near them once more reflected the glorious beams of the orb of day. The bright appearance of the light upon the dazzling white of the snow filled their hearts with the liveliest joy: "it seemed enough," they said, "to revive a dying man." By this welcome light they perceived a bear and her cub approaching the Tent. They took their lances, the bear rushing upon them angrily, and they succeeded in destroying her very quickly: the cub, on seeing the fate of its dam, fled. They were driven into their hut by the cold, and obliged to warm themselves before they could butcher the animal. This served them for twenty days' provision, and they found the flesh better than their venison. Some of them, how-

## SUFFERINGS OF

ever, ate the liver, after which they observed that their skins peeled off. Still they were afraid of being straitened again before the ships should arrive from England. The bears, however, continued to visit them, and they were fortunate enough to kill seven of them. One of these, which they despatched on the 10th of March, was of enormous size. They flayed and roasted them upon wooden spits, for their only cooking utensil was a frying-pan, which they had found in the hut. Having now so good a stock of provisions, they ate two or three meals every day, and found their strength and spirits increase.

The season soon became more cheerful. One of their two dogs left them on the 16th of March, and never returned, having perhaps been devoured by bears. The wild fowl that resorted to the coast in spring to breed, and feed on the small fish, began to appear, and the foxes to come forth from the holes in which they burrow, and remain during the winter. The fowls being the food of the foxes, the seamen prepared three traps, baited with their skins, having caught some of these birds on the snow, where they had fallen and were unable to rise on the wing again. In these traps they caught fifty foxes, which they found good food, and with another kind of trap they captured sixty of the fowls, so that they were no more anxious about provisions.

On the 1st of May the weather got so much warmer, that they were able to go to a distance

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a search of their food ; they met with nothing until the 24th, when they saw a fat buck, which their dog, from his idle life during the winter, could not hunt down, he being grown fat and lazy. They succeeded in getting about thirty bird's eggs, but the cold coming in again suddenly, prevented their obtaining more. The 15th of May, the cold being very severe, they were obliged to keep in their hut all day. They had been accustomed after the fine weather commenced, to go frequently to the top of a mountain, to see if they could discern the water of the sea ; the outermost ice had been broken up and carried away, but the sea was still three miles out from the shore near the hut, when it was last observed. The very day they thus remained in the hut, two vessels from Hull entered the Sound. The master well knew that the men had been left there the year before, and was anxious to discover if they were alive. He sent his boat from the ship, with orders, in case they could not reach the shore, to haul up the boat on the ice, and walk over it to the hut or Tent. These men saw the boat belonging to the seamen in the Tent, and that it was prepared for sea the moment it was practicable, being dragged down to the water for that purpose. The sight of the preparations inside made them think, though they could not at first believe it, that those they came in search of were alive. They took the lances out of the boat, which had been put there with the intention, when the owners

could go out, of searching for sea-horses. The sailors newly landed came towards the Tent without being perceived by its inmates, who were just about to go to prayers. They hailed it with a seaman's "Hoy!" and were answered with a "Ho!" which startled them, and made them halt, not crediting their senses. The men from the inner hut now appeared, in tatters and black with smoke. The Hull men were yet more amazed at the uncouth figures they cut; but soon recognising them for comrades, they went into their dwelling, drank a glass of water, and eat some of the venison cooked four months before.

The seamen now accompanied their old friends to the ship, where they remained until the London fleet came. They were impatient for news from their friends and relations, and their inquiries were earnest and reiterated respecting them. After fourteen days' nursing and good treatment on board ship, they grew perfectly well. Four of them went into the vessel again that had left them behind, the captain of which, notwithstanding their sufferings, treated them unkindly. Pelham, from whose narrative the present is taken, remained in the vessel they first boarded, commanded by William Goodler; and leaving the coast of Greenland on the 20th of August, reached the Thames in safety. The Muscovite Company treated them very kindly on their return home, as the feat they had performed was almost without precedent.







*Perilous situation of the Guardian, & Destruction of the  
Jolly Boat & her Crew*

THE DISTRESS AND  
PROVIDENTIAL ESCAPE OF  
THE GUARDIAN SLOOP,

Bound to Botany Bay, with Stores, in the  
Month of December, 1789.

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THE Guardian sloop armed en flute, commanded by Lieutepant Riou, and carrying a crew of 23 persons, including 35 convicts, bound to Botany Bay, was uncommonly well stocked; for such had been the care of government for the infant colony, that an ample supply of the most minute articles had been provided. The vessel having touched at the Cape of Good Hope, proceeded on her way to New South Wales. Twelve days after her departure from the Cape, being in latitude 44 deg. S. and longitude 41 deg. 30 min. E. of London on the 3rd of December, an island of ice was discovered. The weather was extremely foggy, and the island was not very far distant when first descried. Lieutenant Riou gave directions to stand towards it, for the purpose of collecting lumps of ice to supply the ship with water. This measure was deemed highly expedient, as the daily demand of water was prodigious, owing to the great quantity of cattle on board. As the ship approached the island, the boats

## DISTRESS OF

were hoisted out and several lumps collected. During this time the ship lay to, and on the supply of water being brought on board, she attempted to stand away. Very little apprehension was, at this time, entertained for her safety, though the magnitude of the island occasioned an unfavourable current, and gave, in some degree, a partial direction to the wind.

On a sudden, the base of the island, which projected under water, considerably beyond the limits of the visible part, struck the bow of the ship. She instantly swung round, and her head cleared; but her stern coming on the shoal, struck repeatedly, and the sea being very heavy, her rudder broke away, and all her works abaft were shivered. The ship, in this situation, became, as it were, embayed under the terrific bulk of ice, the height being twice that of the main-mast of a ship of the line. The prominent head of the ice was, every moment, expected to break away and overwhelm the ship. At length, after every possible exertion, she was got off the shoal, and the ice floated past her.

It was soon perceived that the ship had six feet water in her hold, and that it was encreasing very fast, all the hands were set to the pumps and to find out the leaks, occasionally relieving each other. By extreme exertions at the pumps, the leak became reduced, and continued to diminish until eleven o'clock, when there were only nineteen inches. In half an hour the

ak began again to gain upon them, a second  
 oil was fothered and got under the bottom ;  
 but the gale was so strong, attended with a  
 heavy sea which broke frequently over the ship,  
 that it had little, if any effect. At four in the  
 afternoon, Mr. Clement went down by the way  
 of the rudder into the gun-room, and from thence  
 into the bread and spirit room, to endeavour to  
 discover the leak ; not being able to succeed,  
 it was thought necessary to scuttle the deck  
 close aft, which being out of the roll of the  
 water would enable them to get up and throw  
 overboard some of the provisions and stores.

This being done, Mr. Riou, the chaplain, the  
 purser, and two men, were employed in this  
 business ; but, unfortunately, endeavouring to  
 get up a cask, it fell back on Mr. Riou, and  
 bruised his hand in so shocking a manner as to  
 disable him from giving any farther assistance.  
 They gave up all farther attempts to lighten  
 the ship in this part, and again assisted at the  
 pumps.

At midnight the water had increased to four  
 feet and a half : at the same time the winch of  
 the starboard pump breaking, it became dis-  
 abled, and the water at six in the morning, had  
 increased to seven feet ; the night had also been  
 very tempestuous, and by the violence of the  
 wind the fore and main-top sails were blown to  
 pieces, and the ship left entirely at the mercy  
 of a most tremendous sea. The people began  
 to break off from the pumps, and to secret them-  
 selves, and could only be kept to their duty

by threatening to have them thrown overboard. They were kept ignorant of the true state of the ship, until one of the carpenters, stationed to sound the well, came up, and reported that the water was as high as the orlop deck, and gaining above a foot every half hour. The officers could not possibly suppress this report, and many of the people, who were really unable to bear the fatigue any longer, immediately desponded, and gave themselves up to perish with the ship.

A part of those who had got any strength left, seeing that their utmost efforts to save the ship were likely to be vain, applied to the officers for the boats, which were promised to be got in readiness for them, and the boatswain was directly ordered to put the masts, sails, and compass in each. The cooper was also set to work, to fill a few casks of water out of some of the butts on deck; and provisions and other necessaries were got up from the hold.

Many hours previous to this, Lieutenant Riou had privately declared to his officers, that he saw the final loss of the ship, was inevitable; and could not help regretting the loss of so many brave fellows. "As for me," said he, "I have determined to remain in the ship, and shall endeavour to make my presence useful, as long as there appears any occasion for it."

He was entreated, and even supplicated, to give up his fatal resolution, and try for safety in the boats. It was even hinted to him how

highly criminal it was to persevere in such a determination ; but he was not to be moved by any entreaty.

He was, notwithstanding, as active in providing for the safety of the boats, as if he intended to take the opportunity of securing his own escape. He was throughout as calm and collected as in the happier moments of his life.

At seven o'clock the ship had settled considerably abaft, and the water was coming in at the rudder case in great quantities. At half-past seven, the water in the hold obliged the people to come upon deck ; the ship appeared to be in a sinking state, and settling bodily down ; it was therefore almost immediately agreed to have recourse to the boats, which the captain now ordered to be hoisted out, in order to afford a chance of safety to as many as he could with propriety. They were fortunately however all got into the water with very little damage ; but the sea running so high, it was with difficulty they were kept from being stove alongside. The launch being forced to drop on the quarter, to make room for the two cutters, was nearly drawn under and sunk, and at last obliged to cast a-drift from the ship with only seven or eight men on board, and without any provision or water. A coil of rope was then handed from the quarter gallery, and passed over to Mr. Summerville the gunner, in the jolly boat, which hung over the stern. This boat on being lowered down was drawn under and sunk. As soon as the launch had again

rowed a little near the ship, one of the people in her caught hold of a rope, until the cutters brought them provisions, &c., and veered to a distance astern. A small quantity of biscuit, and an eighteen gallon cask of water, was then let down between the main and mizen chains into the small cutter. The purser then got into the main chains, and from thence leaped into her; Mr. Wadman and Mr. Tremlett likewise fortunately got into her. The boat was with great difficulty rowed clear off the ship, and steered for the launch.

The agitation of mind on this melancholy occasion, may be better imagined than described. Mr. Riou was at this time walking the quarter-deck, and seemed happy the boat had got safe from alongside. The ship was drifting astern, and sinking fast in the water. Mr. Clements began to be afraid that she would drive upon the launch, and called to the crew to cut the tow-rope, and row out of the ship's wake.

Mr. Sommerville, the gunner, who was looking over the ship's stern, hearing the order, prayed them to hold fast a moment, and he would jump overboard and swim to them; he did so, and was followed by John Spearman, a seaman, who were both taken on board; the boat then cut, and rowed out of the ship's track. The launch soon got alongside of the cutter, out of which they took two bags of biscuit, and a cask of water. The Rev. Mr. Crowther, Mr. Clements, Mr. Wadman, and the purser, with



two of the men, got into the launch, and the cutter was ordered back to the ship for further supplies, and to receive as many of the people as could with safety be taken on board.

The crew of the cutter could not be prevailed on to return, but rowed off to some distance, and lay by. In her were Mr. Brady, midshipman, Mr. Fletcher captain's clerk, and five seamen.

The jolly boat had put off from the ship without either provisions, water, compass, or quadrant, and rowed towards the launch, in hopes of either getting relief from her, or the crew to be taken on board ; but she had already fifteen people in her, which were as many as she could with safety carry ; and the quantity of provisions was very inadequate to support such a number, who had four hundred and eleven leagues to traverse in a boisterous ocean, without any means of relief. There being a square compass and quadrant in the launch, Mr. Clements handed them into the jolly boat. At this time one of the convicts attempted to get into the launch, but was opposed by the crew, and pushed into the sea. The fellow, in the struggle, caught hold of Mr. Clements who was with difficulty saved from being pulled out of the boat along with him. The people in the jolly boat picked the man up again, and then took to their oars, and rowed close up to the launch, as if determined to board her by force. To prevent, therefore, any scuffle, it was agreed immediately to make sail ; and they took their

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final departure from this scene of misery and distress about nine o'clock. The ship at this time appeared sunk down to the upper deck ports. The large cutter and jolly-boat made sail after the launch; the latter almost instantly filled and went down. The other cutter remained hanging on at some distance from the ship. At half-past eleven they lost sight of the ship and boats, and shaped their course as much to the northward as the wind, then at N.W., would permit.

Dec. 26; strong gales, squally and cloudy weather, with remarkable high seas. They were this night very much benumbed and chilled with cold, and could get no sleep. In the morning the weather became more moderate. At four o'clock shifted the fore-mast to its proper place, stepped the main-mast, and set the fore and main sails; at eight the people were employed in making a main-top-sail out of some sheets, and a yard out of the boat's thwarts; the handle of a broken oar was converted into a top-mast; a small tobacco canister was cut up to make a measure for the distribution of water, rather less than a gill, two of which it was agreed to allow each man a day.

Dec. 27; first part moderate breezes and cloudy weather. At 1 P.M., having boiled all their poultry and cut up the goose, which was but small, into fifteen equal parts, one of the men forward was then blind-folded, and directed to call each person by name and ano-

her was appointed to serve out the morsel by lots. Notwithstanding they had now fasted above thirty hours, all were perfectly satisfied with the small morsel ; and some had so little appetite that they reserved a part of it for a future occasion. But the very scanty measure of water received afterwards by no means allayed the universal craving for drink, evidently occasioned by the excessive heat and feverish state of their bodies. They did not dare, however, to take one drop more than the prescribed allowance ; they, therefore, through necessity, became philosophers, and submitted with becoming resolution to the exigencies of the moment. At seven they received their second measure of water, which being succeeded by the coldness of the night, administered greatly to their relief. At midnight it blew a fresh gale, with dark, cloudy, and remarkably cold weather. The launch was at this time brought under her main-sail only, and the weather continuing much the same, no alteration was made throughout the day.

Dec. 28 ; the first part fresh gales and cloudy weather, middle more moderate. About noon they had one of the fowls cut up and divided amongst them, as on the preceding day, and then received their gill of water. The heat and fever of their bodies increased, and their lips began to break out in watery and ulcerous blisters. This day one of the crew being afraid of famishing, requested his whole quantity of water for the day at one serving, which Mr.

Clements opposed ; he therefore had recourse to salt water, of which he drank freely. At five in the morning, got the top-mast up, and set top-sail. At ten, fresh gales, lowered and took in the top-sail. In these seas are vast numbers of sea-fowl flying about, and had they been fortunate enough to have had a fowling-piece, they could not have been much at a loss for provisions ; powder and shot they had in store, and two brace of pistols, but they were unable to do any execution with them.

Dec. 29 ; this day cut up and delivered their last fowl, and shared their water as before. At day-break, strong gales, with flying showers of rain, from which they endeavoured to benefit as much as possible, by facing the weather with their mouths open, and handkerchiefs spread out ; but the drifting moisture was so thin and light, that they were barely able to catch sufficient to wet their lips. This morning they received a small thimble full of rum each, which was occasionally allowed.

Dec. 30 ; they were this day reduced to a very low ebb indeed, and could not eat the smallest crumb, till supplied with an additional measure of water to moisten their lips, which were almost held together by a tough viscid phlegm, that could not be expectorated but with the greatest difficulty. On this occasion they dipped a bit of biscuit in the water, and afterwards supped a little of it with each mouthful, to force it down. The butter, cheese, and hams, were left free for the use of every

one, for they were found to occasion greater thirst, and therefore remained almost untouched. Several of the crew had again recourse to the salt water, which appeared not to have had any bad effects.

Dec. 31; they again suffered greatly this day, from the burning heat of the sun, and the parched state of their bodies, and were allowed an additional measure of water, with a larger portion of rum than usual; in which they soaked their bit of biscuit, and made their meal of it. About four in the afternoon the clouds began to shew for rain, and they made preparations accordingly, but were so unfortunate as to see it fall in heavy showers all around them, and had barely as much over the boat as would wet their handkerchiefs.

The people this day appeared to be in a more hopeless state than ever, and discovered signs of disrespect to their officers; which was, however, happily checked in time by the spirited conduct of the gunner, who chastised the leader in the face of the whole crew, and restored discipline. Many of the people this day drank their own urine, and others tried the salt water. The weather was this day more warm and sultry than at any time since their misfortune.

Jan. 1, 1790; they dined this day as on the preceding, and in general appeared in better spirits, which they considered, on account of its being the first day of the new year, a happy presage of their safety.

## DISTRESS OF

Jan. 2 ; clear weather till about four in the afternoon, when it became overcast, and blew a fresh gale ; they had before this dined on their usual fare of biscuit and water, with half a measure of rum, and were all in tolerable spirits ; but the gale increasing during the night, and the sea running immensely high, it brought them again into great danger, which, with the disappointment of not seeing land in the morning, as expected, reduced them to their former miserable state of despondency. At eight in the evening the fore-sail was shifted to the main-mast, and the boat sailed under it reefed till about six in the morning, when the mizen was set on the fore-mast to give her greater steerage-way. At noon the latitude was observed 33 deg. 19 min., and supposed longitude east of Greenwich 34 deg. 15 min.

Jan. 3 ; about seven in the evening the clouds put on the appearance of very heavy rain ; but unfortunately broke over in a most dreadful storm of thunder and lightning, attended by gusts of wind and very little rain, succeeded by a violent gale of several hours from the S.W. in which they were near perishing. On this occasion the master and the gunner succeeded each other at the helm, and by their experience and judgment in the management of the boat, they were this night enabled to traverse in safety an ocean of such fierce and tremendous seas, in different directions, as they could scarcely allow themselves the hope of escaping.

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At day-break the gunner, who was then at the helm, discovered a ship at a little distance from them, laying under her bare poles. Their joy at this sight was beyond expression; and, anxious to secure so favourable an occasion, they immediately made more sail, and between five and six passed close under her, and informed her people of their distresses. They then veered about, and put alongside her on the other tack.

The people on board her crowded immediately to their assistance, and received them in the most friendly manner. As soon as they were alongside, several of them jumped in, and assisted in keeping the boat from being stove.

This ship was named the Viscountess of Britannic, a French merchantman, Martin Doree, master, with part of Walsh's, or 26th regiment, from the Isle of France, to touch at the Cape of Good Hope for a supply of water and provisions, on her way to Europe. The officers of this corps were unbounded in their friendship and attention towards the wretched sufferers, affording them every possible comfort, and even giving up their beds for their use.

Jan. 18; at noon anchored in Table Bay, Cape of Good Hope.

Such were the sufferings and providential escape of those who had quitted the Guardian; we shall now return to the perilous situation of those who remained in the sloop.

Lieutenant Riou was indefatigable in his efforts to preserve the ship, and by his noble

example encouraged the remaining crew to use every exertion in their power to this effect. He had not only to struggle against the boisterous element in which this melancholy accident had happened, but also to discover means by which he could divert the minds of a desponding crew, worn down with fatigue, and despairing of ever being relieved from their miserable situation. A still more difficult task, with which Lieutenant Riou had to contend, was, frequently observing symptoms of discontent amongst the people; which were prevented from breaking out in an open violation of his orders, by the firm and resolute conduct he maintained, and strict discipline he supported even in the midst of the almost insurmountable difficulties and dangers with which he was surrounded. The people at one time had carried their disobedience so far as to threaten his life; and had absolutely completed a raft made of the booms, on which they were determined to take their chance, rather than remain any longer on board the ship; fortunately, at the instant it was about to be launched, a favourable breeze sprang up, when, with a presence of mind possessed by few men, Lieutenant Riou, by his remonstrances, prevailed on them to give up a plan which must inevitably have plunged them into certain destruction; and, as the wind was then in a favourable quarter, he had no doubt of being shortly able to reach some friendly port.

The Guardian continued driving about chiefly



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at the mercy of the wind and sea, though at times, in moderate weather, Lieutenant Riou was enabled to keep her head the course he wished to steer; and sometimes she was forced through the water at the rate of four knots an hour. At length, on the 21st of February, 1790, to their inexpressible joy, land was discovered; and by the assistance of two whale boats, which were sent out from a British ship lying in Table Bay, at the Cape of Good Hope, the Guardian was towed into anchorage, by which the life of this excellent officer and his companions were saved from utter destruction.

After this, Lieutenant Riou was in hopes he should be able to get the ship round to Saldanha Bay, where he might have a chance to repair and put her in such a condition as to return to Europe; but, notwithstanding his unceasing exertions to gain this point, he was baffled in the attempt. The ship continued to make so much water, that he was at length obliged to relinquish this last effort, and, to prevent her sinking at her anchors, run her on shore on the beach in Table Bay.

The numbers saved in the Guardian were, besides Lieutenant Riou, the Hon. Mr. Pitt, (late Lord Camelford), Mr. John Gore, Mr. David Oillmore, midshipmen; Mr. J. Williams, boatswain; Mr. M. Sampson, carpenter; Messrs. Schafer, Divine, and Hume, superintendants of convicts; Elizabeth Schafer, the superintendant's daughter; Mr. William Fairbrough, surgeon's mate; thirty seamen and

boys, and twenty-one convicts,—in all, sixty-one. Towards the end of the year, his Majesty's ship *Sphinx*, of 20 guns, Captain George Trip, was sent out to the Cape, to bring home Lieutenant Riou and those of the crew who were still with him.

The preservation of the *Guardian* was attributed chiefly to the casks in the hold pressing against the lower deck, the hatchways of which were made excessively strong, and caulked down. She was completely stove in under the counter, and also an amazing hole quite through her bows, so that the iron and shingle ballast washed out. By this means she became more buoyant, and, on her arrival at the Cape, was nothing more than a floating raft.

In our youth the philosophy with which celebrated individuals have faced death, is often brought before our view, as worthy and noble examples for us to prefer the execution of our duties, than shrink from fear of the grim tyrant; but in all those recorded acts of self devotion, none can exceed the unflinching spirit shown in the hour of trial by Lieutenant Riou. No sooner did as many of the crew as were able resolve to leave the vessel, than he determined to stay by the ship, and try again to save it or perish in the attempt. With this resolution, he coolly addressed a letter to the Admiralty describing the accident, which he gave to one of the boat's crew to forward should he escape.





*Loss of the Mexico. 108. Souls Perished altho within a Cable's  
length of the Shore.*

# SHIPWRECK OF THE MEXICO,

When 108 persons were frozen to Death,  
January 3rd 1837.

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glancing over the frightful catalogue of human calamities, which is ever occurring to the bold adventurers on the bosom of the mighty ocean, we certainly must class the one which we are about to relate, amidst the most terrific. Misery seems to have gradually accumulated upon them until death slowly but surely closed the scene. The voyage having extended much beyond what the captain had calculated, the provisions became exhausted, and privations ensuing in consequence, bodily weakness and sickness prevailed to a considerable extent: added to this distressing situation, the cold was so intense, that the crew could not manage the vessel, from which cause she drove upon the sands. Here first buffeted by the sea, and within a short distance of the shore, from whence, owing to the violence of the storm, no assistance dared venture, did those unfortunate persons perish from frost, and their bodies became enshrouded in a thick covering of ice. The feelings of the

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people on the beach were rent with agony, for the cries at first, during the awful repose of night, were loud and manifold ; but, as the then slow hand of time proceeded onward, the sounds became more and more feeble, and the shrieks of despair fewer and fewer—yet they could not save a single soul, the uncontrollable element, in its agitated state, erecting a barrier beyond human power to overcome. To portray the scene on board of the devoted vessel, is out of the power of language—the mother screaming over her child, whose fragile frame was stiffened by the cold hand of death, while the innocent and smiling expression of countenance was metamorphosed into inanimation and a ghastly unmeaning stare. The manly parent stood, with a look of anxiety and almost incredulity over that little being or fond partner, in whom centered his hope or his love, until death made every muscle iron-bound, and he was erect, a lifeless but expressive carcase. The affectionate brother and sister soothed, caressed, and instilled hope into each other, until too weak to continue their flattering endeavours, they expired with the smile of tenderness, sympathy and love beaming on their youthful countenances.

The frightful appearance of the wreck, when daylight dawned, was such as is seldom the lot of man to witness, and proves the assertion that fact is stranger than fiction. To different parts of the rigging and masts numbers had

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ashed themselves, and in this condition perished ; the sea and spray washing over the bodies had become frozen, and a thick transparent coffin of ice enclosed them ; when the sun shone upon these mummies, the various expressions of countenances and attitudes of bodies, became horribly visible ; and such was the forcible impression created on those who beheld this scene, that length of time only can obliterate or weaken its effects.

The barque Mexico, Captain Winslow sailed from Liverpool, on the 25th of October 1836, having on board a crew consisting of twelve men and one hundred and four passengers in all one hundred and sixteen souls. She made the Highland Lights on Saturday night, Dec. 31, at eleven o'clock, and on Sunday morning was off the bar, with thirty or more square-rigged vessels, all having signals flying for pilots, but not a pilot was there in sight. The Mexico continued standing off and on the Hook till midnight, and at dark she and the whole fleet of ships displayed lanterns from their yards for pilots. Still no pilot came. At midnight the wind increased to a violent gale from the north-west, the barque was no longer able to keep to windward, and was blown off a distance of some fifty miles. At this time six of the crew were sadly frost-bitten, and the captain, mate, and two seamen were all that were able to hand and reef the sails. On Monday morning at eleven o'clock, standing in shore, they made the southern end of the woodlands, when she was

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wore round and headed to the north under a close reefed main-top sail, reefed fore-sail, two reefed try-sails, and fore-stay sail. At four o'clock the next morning the mate took a cast of the lead, and reported to Captain Winslow, that he had fifteen fathoms water. Supposing from the soundings, as laid down on the chart, that with this depth of water he could still stand on two hours longer with safety, the captain gave orders to that effect, and was the more induced to do it, as the crew were in so disabled a state, and the weather so intensely cold, that it was impossible for any one to remain on deck longer than half an hour at a time. The event has shown that the information given by the mate as to the depth of water was incorrect; his error probably arose from the lead line being frozen stiff at the time it was cast. Fifteen minutes afterwards the ship struck the bottom, 26 miles east of Sandy Hook, at Hampstead beach, and not more than a cable's length from the shore. For one hour and three quarters she continued thumping heavily without making any water, the sea however breaking continually over her. Her rudder was now knocked off, and the captain ordered the main-mast to be cut away. The boats were then cleared, the long-boat hoisted out and veered away under her bows with a stout hawser, for the purpose of filling it with passengers, letting it drift within reach of the people who crowded the beach, then hauling her back again, and



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thus saving the unfortunate people on board ; but this intention was frustrated by the parting of the hawser, which snapped like a thread as soon as the boat was exposed to the heavy surf. The yawl was next got alongside, and stove to pieces almost instantly. At seven o'clock the same morning the ship bilged, and filled with water. Orders followed from the captain to cut away the foremast, and that every soul on board should come on deck. In inexpressible agony they thus remained until four o'clock in the afternoon, when a boat was launched from the beach, and succeeded in getting under the bowsprit of the wreck. This boat took off Captain Winslow and seven men, and succeeded in reaching the shore with them in safety. The attempt however was attended with such imminent danger that none could be induced to repeat it.

And now the horrors of the scene were indescribable. Already had the sufferings of the unhappy beings been such as to surpass belief. From the moment of the disaster they had hung round the captain, covered with their blankets thick set with ice, imploring his assistance and asking if hope was still left to them. When they perceived that no further help came from the land, their piercing shrieks were distinctly heard at a considerable distance, and continued through the night until they one by one perished. The next morning the bodies of many of the unhappy creatures were seen lashed to

## SHIPWRECK OF

different parts of the wreck, embedded in ice. None it was believed were drowned, but all frozen to death. Of the one hundred and fourteen passengers, two-thirds were women and children. It is but justice to the people on shore to say, that every thing which human beings could accomplish to save the unfortunates was done. The only boat which boarded the vessel was hauled at a distance of ten miles, and was manned by an old man and six others, four or five of whom were the old man's sons and grandsons. For forty-five years he had been living on the sea-shore, during which he had rendered assistance to numerous wrecks, and never before had he or his comrades shrunk from the surf; but in addition to its violence on the present occasion, such was the extreme cold, that a second attempt to rescue was more than they dared venture; it would have inevitably proved fatal to them.

The following were the names of the persons who were saved:—Captain Winslow, William Broom, a lad, brother of the owner; two seamen, and the cook; Richard Haynes, Thomas Mulhollan, and John Wood, passengers. The boat put off from the vessel without Richard Haynes, but he sprang from the bowsprit, and was picked up by those in the boat.

The following are the names of those who perished, as recollected by the captain:—Mr. Pepper, wife, and six children, of England; William Roberts, formerly of New York; Joseph Brooks of Derbyshire; John Blanchard, Mrs. Barrett, Mr. Evans, State of New York;

## THE MEXICO.

Mrs. Evans and five children, England ; Thos. Hanrihan and sister, Longford, Ireland ; Standford Thompson, of Cambridge, England ; Michael Murray, Mark Devin, Patrick Devine, Bridget Devine, Eleanor Turner, and Catherine Galaghan, of Cavan, Ireland ; Samuel Blackburn, formerly of New York ; Samuel Blackburn, jun., and Thomas Ellis, of Ireland ; Mrs. Ballantyne, of Scotland ; Eliza Lawrence and her brother, of Scotland—bodies floated ashore ; Mr. Hope, wife, and four children, of Dublin—two floated ashore ; Miles Carpenter, and sister, of Ireland ; Maria Carr, and Bridget Carr ; Mrs. Wilson, and two children ; Mrs. Higgins, of Ireland—body floated ashore ; Mrs. Smith, and two children ; John Hays, wife, and two children, of Cork ; Mr. Ellsworth and child, of Pougneepsie, N. Y. ; Sidney Thompson, wife, and brother ; Rosy Hughes and Catherine Ross, of Ireland ; Martha Mosney of Dublin—body floated ashore ; Edward Smith and wife, of Cavan ; James Dwyer, Ireland ; John Riley, and George Howland, Cavan ; Thomas Mulloney, Bridget Brennan, Margaret Doran, William Babbington, Terence Bryne, Charles Dolan, Mr. Martin and two friends (names not known), Mary Delany, John Uval, wife and two children, Ireland ; twenty-two other passengers, names not known ; Walter Quinn, Lord Sherwood, Js. Munro, Peter Pickering, Noah N. Jordan, mate, Jacob Allen, Stephen Simmons, steward, crew. Perished, in all, 108 souls.

The ship for some time afterwards lay with

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her starboard side about four feet under water, and her mizen-mast standing. Besides having been bilged, her upper works were so far parted from the hull as to allow the cargo to wash out.

The Mexico was a substantial eastern-built vessel of 280 tons, eleven years old, owned by Mr. Samuel Broom, of New York. Her cargo consisted of 200 tons of bar iron, 100 tons of coal, and 200 tons of crates. When off the Hook, the Mexico, besides her signal for a pilot, had a flag flying Union down, as a signal of distress, in consequence of the frost-bitten state of the crew and the shortness of provisions.

The unfortunate passengers were of a very superior class, and had considerable property with them. On the bodies which drifted ashore gold to some amount was found.

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## DISTRESSING ACCOUNT OF THE VOYAGE OF

## THE LITTLE PATTY,

With a melancholy Relation of her Foundering in the Gulf, and the Sufferings of her unfortunate Crew, in the year 1806.

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THE following condensed account of the truly calamitous voyage of this schooner was furnished by one of the passengers :—

## THE LITTLE PATTY.

“ Left Charleston Bar, bound to St. Mary's, the 26th July. On the 27th, being headed by the wind off Tybee, put into Cockspur for a harbour; lay there until the 7th of August; wind favouring, put to sea. At 11 o'clock same evening was overtaken by a severe squall from the north, which carried away the top and fore sails; afterwards, the wind being variable, endeavoured to proceed under the remaining sails, until Tuesday the 12th; the winds heading, and finding ourselves unable to beat to the south, and the schooner taking in more water than usual, called a general council, and thought it advisable to put back to Savannah; got into harbour same evening. Next day, the 4th, got the vessel up to town; workmen were immediately employed to overhaul and repair her. After being pronounced sea-worthy, put to sea again Monday the 18th, winds fair but light; proceeded on until the 21st, our port full in view; considered our voyage nearly at its close.

While indulging these pleasing ideas, the wind sprang up from NW, and blew hard; we endeavoured to hold our own by beating on and off, in hopes soon to experience a favourable change; wind increasing, and by 12 at night might be termed a gale. Our vessel labouring hard, sprang a leak. In order to ease her, at two A.M. bore away before the wind; passengers and crew indefatigably employed at the pump and bailing, the leak overbalancing our efforts. In order to lighten her, cut away the

## ACCOUNT OF

masts by the board, dropped over our anchors and cables, throwing away the camboose, and every other heavy article that could be come at, continued every possible effort to free her, until about 1 P. M., when, finding the water more than five feet in the hold, and hands exhausted, gave her up. We then indulged hopes, that although she must fill, she would not sink, having but few heavy articles of cargo. Under this impression, we prepared provisions, water, clothes, and bedding on the quarter-deck ; also quadrants, compasses, books, charts, &c. that would be likely to aid us, or render our situation comfortable, lashing many of the articles fast, as we expected at best to be severely washed by the sea ; had the precaution to prepare the boat in the best possible manner, as a last, though doubtful resource ; the gale severe and the sea tremendous, being then about the middle of the gulf.

“ About four o'clock came on the horrid hour—a most distressing and terrific moment ! Death seemed to have extended his all-devouring jaws, ready to enclose us in eternal night ! Our ship, much sooner than we expected, had filled, and was sinking. The shrieks of females, the confusion and danger of all, with the violence of the seas, that were continually breaking over us, presented, perhaps, the most solemn and distressing scene ever beheld by mortals. One man had been stationed in the boat, and was continually employed in bailing to keep her above water. When the schooner

## THE LITTLE PATTY.

ed, two old ladies, nearly eighty years of age, slipped their holds, and were by every sea washed about the decks : one, however, soon went overboard, but was so fortunate as to be thrown directly against the painter of the boat, which she firmly seized, and was drawn in by the seamen. About the same time a young lady, Miss M. Osborne, was by a violent surge washed overboard. Mr. Curtice, a passenger, beheld her at the moment, seized a rope's end, and sprang overboard, caught her by the gown, and restored her again to the deck, advising her to lay hold of the quarter rail until he could procure a rope. While he was in the act of putting a lanyard, another tremendous billow swept across the deck, carrying away the binnacle, which striking violently against him, knocked him off his feet, and in its destruction swept three persons overboard,—Mrs. Grere, the captain's wife, her son, and the unfortunate Miss Osborne. Mrs. Grere, though overboard, lost not her hold, and soon recovered ; her little son held fast by her clothes. Every possible exertion was made to save the fair Maria ; but, alas ! was made in vain. Her wild looks seemed to solicit assistance, but our efforts failed ; no earthly power could save her. She at length, as if resigned to her fate, extended her arms to heaven, and seemed to smile even in death. All the others (seventeen in number) with difficulty succeeded in getting into the boat ; took in two small dogs and a cat that came along side. Lost all our

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oars but one, which served to keep the boat direct before the sea, being destitute of a rudder. The names of the persons thus escaped were,—Mrs. Parris, of St. Mary's ; Mrs. Durham, of Charleston ; Mrs. Grere, wife of the captain ; and Miss Eliza Blew, of St. Mary's. Captain Grere and son ; Captain John Clarke of Connecticut, who served as mate ; Amos Arnold and Daniel Smith, both of the above place ; Hance Patterson, a Dane ; and Job Curtice of New York, a passenger ; and six blacks,—all stowed away in a small boat, with strict orders not to move, except the helm man and bailers ; we had two buckets, which were in almost continual use, the sea breaking violently over us. In this manner we rode out the storm, during a tedious night ; at daylight the wind abated, the sea growing more moderate. Having taken little or no nourishment during the gale, and being very much fatigue needed refreshment ; overhauled our stores found them to consist of a gallon and a half water, one bottle of gin, one ditto wine, and twelve or thirteen pounds of raw pork ; this was the whole amount on which we had to subsist. In this deplorable situation, we forced ourselves to the east of the gulf, far from a succour from land, and out of the tract much frequented by mariners. Saturday, got an easterly wind, which we endeavoured to improve by hoisting a small blanket for a sail to drift us back towards the American coast. On the 24th, 25th, 26th, and 27th, the winds we



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tly from the eastward. In the afternoon  
the 27th of August, saw a distant sail: joy  
lightened in every countenance. We hoisted  
waved red and white handkerchiefs to at-  
tract their attention towards us, and although  
the sail was at the distance of several miles,  
we repeated shouts, in the hope they might  
possibly hear; but to our inexpressible grief  
and disappointment, she neither saw nor heard  
and as her course took her from us, we  
gradually lost sight of our hoped-for relief. At  
dawn, the wind grew high; during the night  
it rained; caught some water by means of our  
bucket, handkerchief, &c., though rendered  
very brackish by the salt spray, answered us a  
very valuable purpose. At two o'clock, 28th,  
the wind changed; blew up a tremendous swell  
cross sea. It was with the greatest diffi-  
culty we kept above water. In the evening  
the moon shone, wind favouring, we  
again steered westward. While re-crossing  
the gulf had severe squalls, in some of which  
we were enabled to catch some water, though  
insufficient to allay our thirst, afforded us a  
very considerable relief. On the 26th, weather  
extremely warm; no shelter from the scorch-  
ing rays; no room to stretch our weary limbs;  
fast, abstinence, and fatigue began to over-  
whelm our debilitated frames,—now parched  
by the piercing beams of the sun, next wet  
by salt spray, and chilled with cold air; no  
water. The 30th, calm; towards the middle  
of the day extremely warm; no water even to

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cool our parched lips ; some of our crew fainting. At two o'clock, P.M. saw a sail ; all efforts to get to her vain ; those who were sick grew more discouraged, and those who wished to keep up their own and comrades' spirits had no recourse but to call their attention to the wonderful escapes they had already experienced, and the favours and all-sufficiency of that Providence, already so abundantly manifested, and to excite them to remember they were in the hands of that God, who disposed of all things rightly, and was incapable of error. Sunday, nothing remarkable ; wind at E. Monday morning, at one o'clock, being 1st of September, Mr. John Clark yielded up this life while his head was supported and eyes closed by Mr. Curtice ; the unhappy crew viewing this ghastly spectacle as an example which without providential relief, they must all soon follow.

Next morning, calm ; kept the corpse till twelve o'clock, the wind increasing, and the weather threatening, we then consigned him to his watery home ; while in the act of burying him, a little negro girl expired ; we cast her into the sea. At four we had a shower, caught some water ; after the shower the wind increased ; the sea grew rough, and by sun-set might be termed a boisterous gale ; all hands stationed, without liberty to move, except those selected for the helm and buckets ; the prohibition was unnecessary, as several of the crew were unable to rise ; the storm increased

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ly equal to any we had before experienced. The night was dark ; no glimmering of light but what was reflected by the breaking of the very billows. Our little bark kept above the surface,—now mounting in an almost perpendicular direction high in air, now plunging headlong almost to earth, the sea bursting over our heads, frequently filling our boat at a single dash. Hands all exhausted, and were not the last effort for preserving life, could not have performed their offices.

Thus passed on this dread, gloomy time, until about three o'clock, A. M., at which time the bright empress of the night burst forth her diademe, dispelling the sable curtain by which we had been enshrouded, shooting forth her rays in the mildest lustre, the wind fast abating. About fifteen minutes after we were thus illuminated, as if the all-protecting hand of omnipotence had predetermined it, as a singular instance whereby to manifest his power, just at the expiration of all earthly hope, extending his saving arm. In this case the rays broke suddenly forth, and immediately appeared a sail in view, close at hand. Welcome sight ! When we were both mounted on the mast we could distinguish her to be a brig bearing towards us.

“ Never had we seen a sight so hopeful, or even so needful. The brig was lying to not far to leeward ; we soon drifted down within hail. At the fourth hail was answered by her crew. Joyful sound ! It was then our hearts

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bounded with grateful joy ! Then was made manifest the outstretched hand of God ! Even those who lay helpless in the boat, exerted their weak lungs in joyful exclamations. The brig's men were attentive to our safety ; we dropped under her stern, and, after several attempts, with considerable difficulty caught a tow-rope, and notwithstanding the extreme roughness of the sea, and the deep rolling of the brig, were soon conveyed safely on board, except an unlucky blow which Miss Blew received from an oar in the hands of a seaman, while endeavouring to bear off the boat to prevent her staving against the brig. This fortunate circumstance took place between four and five o'clock on Tuesday morning, 2d of September. Found the brig to be the Polly, Captain S. Hubble.

To Captain Hubble's humanity and attention, as well as that of his crew, we are greatly indebted ; yet notwithstanding all their kind attentions, and every possible human aid, meagre death continued his ravages. At two o'clock same day, H. Patterson, seaman, departed this life, and several others were ill. On Wednesday, the 3d, at one o'clock, Mrs. Parris yielded up her spirit to the God that gave it. The remainder of the crew fast recovered their health."





*The Hobart, going down the Crew take to the Boats and are Immediately*

## LOSS OF THE LADY HOBART,

Mail Packet, commanded by Captain Fellowes, June 25, 1803.

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The last packet lost, prior to the substitution of gun-brigs for conveying the mails, was the Lady Hobart. As a highly interesting relation of the loss of this vessel exists in the Captain's drawing up, the copy of his statement is the best that can be given of this distressing event. They sailed from Halifax on the 22d June, 1803, and had captured a French schooner, the captain of which, and two seamen were on board, when Captain Fellowes said:—

On Tuesday, the 25th of June, it blew from the westward, with a heavy sea, hazy weather, and thick fog at intervals. About nine in the morning, the ship, then going at the rate of seven miles an hour by the log, struck against an island of ice, with such violence, that several of the crew were pitched out of their hammocks. The suddenness of the shock roused me from my sleep, and I instantly ran on deck. The helm being put hard a-port, the ship struck again about the chess-tree, then swung round on her keel, her stern-turret being stove in, and her rudder carried away, before we could succeed in our attempts to haul her off. At this time the island of ice

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appeared to bang quite upon the ship, forming a high peak, which must have been at least twice the height of our mast-head; and the length of the island was supposed to be from a quarter to half a mile. The sea was now breaking over the ice in a furious manner, and the water rushing in so fast as to fill the ship's hold in a few minutes; we hove the guns overboard, cut away the anchors from the bows, and got two sails under her bottom. Both pumps were kept going, and we continued baling with buckets from the main hatchway, in hopes of preventing the ship from sinking. But, in less than a quarter of an hour, she settled down to her fore-chains in water. Our situation was now become most perilous. Aware of the danger of a moment's delay in hoisting out the boats, I consulted Captain Thomas of the navy, and Mr. Bargus, my master, as to the propriety of making any further efforts to save the ship; and as I was anxious to preserve the mail, I requested their opinion as to the possibility of taking it into the boats, in the event of our being able to get them over the ship's side. These gentlemen agreed with me that no time was to be lost in hoisting out the boats; and that, as the vessel was then settling fast, our first and only consideration was to endeavour to save the crew; and here I must pay that tribute of praise which the steady discipline and good conduct of every one on board so justly merit.

“ From the first moment of the ship's strik-



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ing, not a word was uttered expressive of a desire to leave the wreck; my orders were promptly obeyed; and, though the danger of perishing was every instant increasing, each man waited his own turn to get into the boats, with a coolness and composure that could not be surpassed. Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea then running high, we placed the ladies, three in number, in the former. One of them, Miss Cottenham, was so terrified, that she sprang from the gunwale, and pitched into the bottom of the boat with considerable violence. This, which might have been an accident productive of fatal consequences to herself, as well as to all, was unattended by any bad effect. The few provisions which had been saved from the men's berths were then put into the boats, which were quickly veered stern. By this time the main-deck forward was under water, and nothing but the quarter-deck appeared. I next ordered the men into the boats, and, having previously lashed iron rings of ballast to the mail, it was thrown overboard. I now perceived that the ship was sinking fast. Intending to drop myself from the end of the trysail-boom into the cutter, but apprehensive that she might be stove under the counter, I called out to the men to haul up and receive me; and I desired Mr. Bargus, who continued with me in the wreck, to go first. He replied, that in this instance he begged leave to disobey my orders—that he must

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see me safe over before he attempted to go himself. Such conduct, and at such a moment, requires no comment; but I should be wanting to myself, and to the service, if I did not state every circumstance, however trifling; and it is highly satisfactory to have this opportunity of recording an incident so honourable to a meritorious officer. At the time we hoisted out the boats, the sea was running so high that I scarcely flattered myself we should get them over in safety, and, indeed, nothing but the steady and orderly conduct of the crew could have enabled us to accomplish so difficult and hazardous an undertaking; and it is only justice to them to observe, that not a man in the ship attempted to make use of the liquor, which every one had in his power.

“ While the cutter was getting out, I perceived John Tipper, one of the seamen, emptying a five-gallon bottle, and on inquiry found it to be rum. He said that he was doing so for the purpose of filling it with water from the scuttle-cask on the quarter-deck, which had generally been filled over night, and which was then the only fresh water that could be got at. It afterwards became our principal supply. This circumstance I relate, as being so highly creditable to the character of a British sailor. We had scarce quitted the ship, when she gave a heavy lurch to port, and then went down head foremost. I had ordered the colours to be hoisted at the main-top-gallant-mast-head, with the Union downwards, as a

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signal of distress, that if any vessel should happen to be near us at the dawn of day, our calamitous situation might attract observation from her, and relief be afforded us. At this awful crisis of the ship sinking, when fear might be supposed to be the predominant principle of the human mind, a British seaman, named John Andrews, exhibited uncommon coolness: 'There, my brave fellows,' he exclaimed, 'there goes the pride of old England!'

"At the moment the ship was sinking, she was surrounded by what seamen call a school, or an incalculable number of whales, which can only be accounted for by our knowing at this particular season that they take a direction for the coast of Newfoundland in quest of a small fish called capelard, which they devour. From their near approach, we were extremely apprehensive they might strike the boats, and materially damage them; we therefore shouted, and used every effort to drive them away, but without effect. They continued, as it then seemed, to pursue us, and remained about the boats for half an hour, when, thank God! they disappeared, without having done us any injury.

"An hour scarcely elapsed from the time the ship struck until she foundered. The only provisions which we were enabled to save, consisted of between forty and fifty pounds of biscuit, a vessel containing five gallons of water, and also a small jug, and part of a bar-

rel of spruce beer, one five-gallon vessel of rum, a few bottles of port-wine, with two compasses, a quadrant, a spy-glass, and a small tin mug. The deck-lantern, which had a few spare candles in it, had likewise been thrown into the boat; and the cook having had the precaution to secure the tinder-box, and some matches that were kept in a bladder, we were enabled to steer by night.

“ Estimating ourselves at three hundred and fifty miles distant from St. John’s, in Newfoundland, with the prospect of westerly winds continuing, I found it necessary at once to use the strictest economy. To each person, therefore, were served out half a biscuit and a glass of wine, which was the only allowance for the ensuing twenty-four hours: we all agreed to leave the water untouched as long as possible.

“ Wednesday, the twenty-ninth of June, was ushered in with light variable winds from the southward and eastward. We had passed a long and sleepless night; and I found myself, at dawn of day, with twenty-eight persons anxiously looking up to me for the direction of our course, as well as for the distribution of their scanty allowance. On examining our provisions, we found the bag of biscuit much damaged by salt water, on which account it became necessary to curtail the allowance. All cheerfully acquiesced in this precaution. At noon, a quarter of a biscuit and a glass of rum were served to each person. St. John’s bore three hundred and ten miles distant, but we

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made no observation. One of the ladies read prayers to us, particularly those for delivery after a storm, and those for safety at sea. Next morning we were so benumbed with wet and extreme cold, at daybreak, that half a glass of rum and a mouthful of biscuit were served out to each person. The ladies, who had hitherto refused the spirits, were now prevailed upon to take the stated allowance, which afforded them immediate relief, and enabled them the better to resist the severity of the weather. At noon we judged ourselves to be on the north-eastern edge of the great bank; St. John's bearing west by north, two hundred and forty-six miles distant. Performed divine service.

“ Friday, the first of July.—During the great part of the last twenty-four hours it blew a hard gale of wind from the west-south-west, with a heavy confused sea from the same quarter. We stood to the northward and westward at the commencement of the gale; but the cutter was so low in the water, and had shipped so much sea, that we were obliged to cast off the jolly-boats tow-rope, and very soon lost sight of her in the fog. This unlucky circumstance was productive of the utmost distress to us all. We had been roused to exertion from a double motive; and the uncertainty of ever again meeting the companions of our misfortunes excited the most acute affliction. To add to the misery of our situation, we lost, along with the boat, not only a considerable

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quantity of our stores, but with them our quadrant and spy-glass. In the course of this day there were repeated exclamations of a strange sail, although I knew it was next to an impossibility to discover anything, owing to the thickness of the fog. Yet these exclamations escaped from the several seamen, with such apparent certainty of the object being there, that I was induced to put the boat before the wind to convince them of their error. As I then saw, in a very strong point of view, the consequences of such deviation, I took occasion to remonstrate with them on the subject.

“Saturday, the second of July.—It rained hard during the night, and the cold became so severe, that hardly one in the boat was able to move. Our hands and feet were so swelled, that many of them became quite black, owing to our confined state, and the constant exposure to wet and cold weather. At daybreak, I served out about the third of a wine-glass of rum to each person, with a quarter of a biscuit, and before noon a small quantity of spruce beer, which afforded us great relief. At half-past eleven in the forenoon, a sail, standing to the north-west, was discovered in the eastward. Our joy at such a sight, with the immediate hope of deliverance, gave us all new life. I immediately ordered the people to sit as close as possible, to prevent our having the appearance of an armed boat; and having tied a lady's shawl to the boat-hook, I raised my-

self as well as I could, and from the how waved it as long as my strength would allow me.

“ Having hauled close to the wind we neared each other fast, and in less than a quarter of an hour we perceived the jolly-boat. Our not recognizing her sooner was owing to an additional sail having been made for her out of one of my bed sheets, which had been accidentally thrown into the boat, and was set as a bonnet to the foresail. I cannot attempt to describe the various sensations of joy and disappointment which were successively expressed on the countenances of all. As soon as we approached the jolly-boat, we threw out a tow-rope to her, and bore away to the north-west. We now mutually inquired into the state of our respective crews after the late dreadful gale. The most singular circumstance was their having steered two nights without any light; and our meeting again, after such tempestuous weather, would not have happened but from the interposition of Providence. Guarding against a similar accident, we made a more equal distribution of our provision; and having received two bottles of wine and some biscuit from the jolly boat, we gave her company some rum in return. Our hopes of deliverance had now been buoyed up to the highest pitch. I for the first time served out a wine-glass full of water to the French captain, and several of the people who appeared to have suffered most. I had earnestly cautioned the

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crew against taking salt-water ; nevertheless some of them had taken copious draughts of it, and became delirious ; some were seized with violent cramps, and twitching of the stomach and bowels.

“ The cold, wet, and hunger, which we experienced the following day, are not to be described. The French captain, who for some days had laboured under despondency, admitting of no consolation, leapt overboard in a fit of delirium, and instantly sunk. One of the other prisoners in the jolly-boat became so outrageous, that it was necessary to tie him to the bottom of the boat. The melancholy fate of the poor captain, whom I had learned to esteem, perhaps affected me at first more sensibly than any other person ; for on the day of our disaster, when I was making the distribution in the boats, and considering in which I was to place him, he came to me with tears in his eyes, imploring me not to leave him to perish with the wreck. I assured him that I had never entertained such an idea ; that as I had been the accidental cause of his misfortunes, I should endeavour to make his situation as easy as I could ; and that as we were all exposed to the same danger, we should survive or perish together. This assurance, and the hope of being speedily exchanged, if ever we reached the land, operated for a while in quieting his mind ; but fortitude soon forsook him, and the raw spirits, to which he had not been accustomed, producing the most dread-



fully intoxicating effects, hurried on the fatal catastrophe. A violent shivering had seized me, which returned at intervals ; and as I had refused all sustenance, my state was very alarming. Towards night, I enjoyed, for the first time, three or four hours' sound sleep ; a perspiration came on, and I awoke as from a dream, free from delirium, but painfully alive to the horrors that surrounded me.

“ The return of the dawn brought us no relief but its light ; the sun had never cheered us but once during the whole of our perilous voyage ; and those among us who obtained a few uninterrupted hours of sleep, awakened to a full consciousness of misery. Towards evening we passed several pieces of rock-weed, and soon after Captain Thomas saw the wing of a hackdown, an aquatic bird frequenting the coast of Newfoundland, which is often eaten by the fishermen. This afforded us great hopes of our approaching the land, and all hands were eagerly occupied in observing what passed the boats. About this time a beautiful white bird, web-footed, and not unlike a dove in size and plumage, hovered over the mast-head of the cutter ; and notwithstanding the pitching of the boat, frequently attempted to perch on it, and continued fluttering there until dark. Trifling as such an incident may appear, we all considered it a propitious omen. The impressive manner in which the bird left us, and then returned to gladden us with its presence, awakened that superstition in our

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minds to which sailors are at all times said to be prone. We had been six days and nights constantly wet and cold, and without any other sustenance than a quarter of a biscuit and one wine-glass of liquid for twenty-four hours. As the morning of Monday dawned, the fog became so thick, that we could not see very far from the boat. During the night we had been under the necessity of casting off the jolly-boats' tow rope, to induce her crew to exert themselves by rowing. We again lost sight of her, and I perceived that this unlucky accident was beginning to excite great uneasiness among us. It is worthy of remark, that during the seven days we were in the boats, we never had an opportunity of taking an observation, either of the sun, moon, or stars; neither could we once dry our clothes. The fog at length beginning to dispel, we instantly caught a glimpse of the land within a mile's distance, between Kettle Cove and Island Cove, in Conception Bay, fourteen leagues from the harbour of St. John's: almost at the same instant, we had the inexpressible satisfaction of discovering the jolly-boat and a schooner, near the shore, standing off towards us. I wish that it were possible for me to describe our sensations at this interesting moment. From the constant watching and fatigue, and also from the languor and depression produced by our exhausted state, such accumulated irritability was brought on, that the joy at speedy relief affected us all in a most remark-

ple way. Many burst into tears ; some looked at each other with a stupid stare, as if doubtful of the reality of what they saw ; while some were in so lethargic a condition, that no consolation, no animating words, could rouse them to exertion. At this affecting period, though overpowered by my own feelings, and impressed with the recollection of our sufferings, and the sight of so many deplorable objects, I proposed offering up our solemn thanks to heaven for the miraculous deliverance. Every one cheerfully assented. The schooner being within hail, and our situation being made known, she hove to and received us on board, and our boats were taken in tow. The men could now with difficulty be restrained from taking large and repeated draughts of water, the consequence of which several felt great inconvenience from the sudden distension of the stomach ; but by observing greater caution afterwards, no other sinister effects ensued. The wind having blown with great violence from off the coast, we did not reach the landing-place at Island Cove until four o'clock in the evening. It was most fortunate that we fell in with the land about Island Cove. A very few miles to the northward the coast is inaccessible, and lined with dangerous reefs of rock, which we should have pushed for in the night, had we seen them. Our situation had become so desperate, that I had resolved to land at the first place we could make, and in that case we must all have perished. The

three ladies, Colonel Cooke, and myself, were conducted to the house of Mr. Lilly, a planter, who received us with great attention and humanity. This small village afforded neither medical aid nor fresh provisions, both of which we so much required, potatoes and salt fish being the only food of the inhabitants. I therefore resolved to lose no time in proceeding to St. John's, and hired a small schooner for that purpose.

“On the seventh of July we embarked in three divisions; the most infirm were placed in the schooner, the master's mate had charge of the cutter, and the boatswain of the jolly-boat. We entertained great apprehensions for the cutter's safety, particularly as she had no grapnel, lest she might be driven out to sea; but at daylight we perceived her and the schooner entering the harbour. The cutter we learnt, fortunately fell in with a fishing vessel, to which she made fast during the night. The ladies, Colonel Cooke, Captain Thomas, and myself, conducted by Mr. Lilly left the schooner when she anchored, and, notwithstanding the extreme darkness and badness of the night, reached the shore in the jolly-boat. No house being open at so late an hour, we wandered for some time about the streets; but at length we were admitted into a small house, where we passed the remainder of the night on chairs, as there was but one miserable bed for the ladies. Early on the following day, our circumstances having been

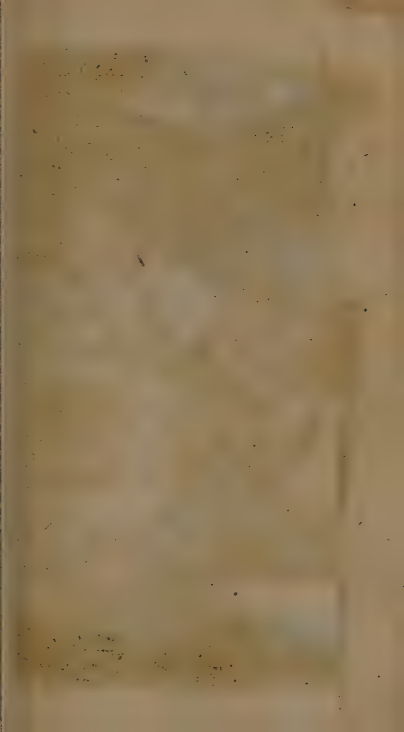
LADY HOBART.

made known, hundreds of people crowded down to the landing-place. Nothing could exceed their surprise on seeing the boats that had carried nine-and-twenty persons such a distance over a boisterous sea; and when they beheld so many miserable objects, they could not conceal emotions of pity and concern. I waited on Brigadier-General Skerrit, who commanded the garrison, and who, immediately on learning our situation, ordered a party of soldiers to take the people out of the boats, and, with the utmost kindness and humanity, directed beds and every necessary article to be purchased for the crew. The greatest circumspection was found necessary in administering nourishment to the men. Several of the crew were so much frost-bitten as to require constant surgical assistance; and it was arranged that they should continue at St. John's until they were in a fit condition to be carried to Halifax, for which purpose I hired a schooner. "Being anxious to return to England, I engaged the cabin of a small vessel bound to Porto; and, on the eleventh of July, embarked with Mrs. Fellowes, Colonel Cooke, Captain Thomas, Mr. Bargus, the master, and the colonel's servant, who, during the voyage home, lost several of his toes in consequence of what he had suffered. The master's mate was left to take charge of the ship's company, and was directed to conduct them to Halifax, whence they would be enabled to return to their own country by the first opportunity,

## LOSS OF THE LADY HOBART.

After taking leave of our hospitable friends at St. John's, and recommending the companions of our distresses to their protection, we put to sea with favourable weather. During a voyage of fifteen days, we had a few difficulties to encounter, such as pumping continually, for the vessel sprang a leak in a gale of wind, and we were obliged to throw overboard a considerable part of her cargo, which consisted of salt fish.

"On the twenty-sixth of July we fell in with an American ship, the Bristol Trader, of New York. The owner, Mr. William Cowley, on being told of our distressed situation, and that we had been shipwrecked, immediately hove to, and with a benevolence and humanity that will ever reflect the highest honour on his character, received us on board, and brought us safe to Bristol, where we arrived, to our great happiness, on the third of August. The persons saved, besides the officers and crew, were two French seamen, Mrs. Fellowes, and five passengers, Mrs. Scott, Miss Cottenham, Lieutenant-Colonel Cooke, and Captain Richard Thomas of the navy."





*Part of the crew of the Wager, man of War.*



# NARRATIVE OF THE LOSS OF THE WAGER MAN-OF-WAR,

(One of Commodore Anson's Squadron,)  
and the subsequent Distresses suffered by the  
crew, during a period of more than 5 Years.

BY THE HONOURABLE JOHN BYRON.

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THE Wager man-of-war, one of the ships attached to Commodore Anson's enterprise, had been an Indiaman, and was deeply laden with all kinds of stores, naval and military, crowded with bale goods, and encumbered with merchandise. Thus circumstanced, she sailed with difficulty; and her crew consisted of men distressed by the prospects before them, and worn out with past fatigues.

Captain Cheap was desirous of proceeding directly for the island of Socoro, in the neighbourhood of Baldivia; the capture of which place could not be effected without the junction of that ship, which carried the ordnance and military stores.

We had for some time been sensible of our approach to the land, from no other tokens than the weeds and birds, which are the usual indications of nearing the coast; but, at length, we had an imperfect view of an eminence, which we conjectured to be the mountains of the Cordilleras. It blew a perfect

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hurricane, and right upon the shore, our endeavours (we were now only twelve hands fit for duty) were entirely fruitless. A night, dreadful beyond description, came on, in which attempting to throw out our top-sails to claw off the shore, they were immediately blown from the yards.

In the morning, at four o'clock, May 14th, about ninety leagues to the north of the western mouth of the Straits of Magellan, in the latitude of between 47 deg. and 48 deg. south, the ship struck. The shock we received upon this occasion, though very great, yet being not unlike the blow of a heavy sea, such as in the series of preceding storms, we had often experienced, was taken for the same; but we were soon undeceived, by her striking again more violently than before, which laid her upon her beam ends, the sea making a fair breach over her. Every person that could now stir was presently upon the quarter-deck; and on this occasion great alertness was shown by many, who for about two months, had not made their appearance upon deck. Several poor wretches who were in the last stage of the scurvy, and could not immediately get out of their hammocks, were drowned.

In this dreadful situation, the ship lay for some little time, every soul on board looking upon each succeeding minute as his last, for there was nothing but breakers to be seen all around us. At length a mountainous sea heaved her off, but she presently struck again, and

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to her tiller. In this terrifying and critical conjuncture, to have observed all the various sensations of horror, operating according to the several characters and dispositions among us, was necessary that the observer himself should have been free from all impressions of danger. There were instances, however, of behaviour so very remarkable, that they could not escape the notice of any one who was not entirely bereft of his senses; for some were, for all intents and purposes, in that condition. One man, in particular, in the ravings of despair, was seen stalking about the deck, flourishing a cutlass over his head, calling himself King of the country, and striking every person who came near, till his companions, finding no other security against his tyranny, knocked him down. Some, reduced by long sickness, and the scurvy, on this occasion became petrified, as it were, and bereft of all sense, and were thrown to and fro, like inanimate logs, by the jerks and rolling of the ship, without exerting any effort to help themselves.

We now ran into an opening between the breakers, steering by the sheets and braces, when providentially we stuck fast between two great rocks; that to windward sheltered us, in some measure, from the violence of the sea. We immediately cut away the main and fore-mast, but the ship kept beating in such a manner, that we imagined she would hold together but a very short time. The day now broke, and the weather, which had been very thick,

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cleared away for a few moments, and gave us a glimpse of the land, not far from us. We now thought of nothing but saving our lives. To get the boats out, as the masts were gone, was a work of some time; and when accomplished, so many were ready to jump into the first, that they narrowly escaped perishing before they reached the shore.

I now went to Captain Cheap, who had the misfortune to dislocate his shoulder by a fall the day before, as he was going forward to get the fore-yard swayed up, and asked him if he would go on shore; but he told me, as he had done before, that he would be the last to leave the ship, ordering me to assist in getting the men out as fast as possible. I had been with him very often from the time the ship first struck, according to his desire, to acquaint him with everything that passed; and I particularly remarked, that he gave his orders at that time, with as much coolness as he had ever done during the former part of the voyage.

The scene was now greatly changed; many, who but a few minutes before, had shown the strongest signs of despair, and were on their knees, praying for mercy, imagining they were now not in that immediate danger, grew very riotous, broke open every chest and box that was at hand, staved in the heads of casks of brandy and wine, as they were borne up to the hatchways, and got so drunk, that some of them were drowned on board, and lay floating about the decks for several days. Before I

Left the ship I went down to my chest, which was at the bulk head of the ward-room, in order to save some little matters, if possible; but while I was there, the ship thumped with such violence, and the water came in so fast, that I was forced to get upon the quarter-deck again, without saving a single rag but what was upon my back. The boatswain and some of the people would not leave the ship so long as there was any liquor to be got at, upon which Captain Cheap suffered himself to be helped out of his bed, put into a boat, and carried on shore.

The land did not wear a very favourable appearance. Deso late and barren, we could hope to receive little benefit from it, excepting the preservation it promised us from the sea; but we still had wet, cold, and hunger to struggle with, and no visible remedy against any of these evils. We discovered an Indian hut, at a small distance from the beach, in a wood, into which as many as possible crowded, without distinction, the night coming on exceedingly tempestuous and rainy.

During the night, one of our company, a lieutenant of invalids, died in this miserable hovel, and of those who, for want of room, took shelter under a great tree, which stood them in very little stead, two more perished by the severity of that cold and rainy night.

In the morning, the calls of hunger, which had hitherto been suppressed by our attention to more immediate dangers and difficulties,

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became too importunate to be resisted. We had most of us fasted eight-and-forty hours, and some longer. It was time, therefore, to make inquiry what store of sustenance had been brought from the wreck by the providence of some, and what could be procured on the land by the industry of others. The former amounted to no more than two or three pounds of biscuit-dust, reserved in a bag; and all the success of those who ventured abroad, was to kill one sea-gull, and pick some wild celery. These, therefore, were immediately put into a pot, with the addition of a large quantity of water, and made into a kind of soup, of which each partook, as far as it would go.

We were in all, about one hundred and forty who had got on shore; but some few still remained on board, detained either by drunkenness, or a view of pillaging the wreck, and among them was the boatswain. These were visited by an officer in the yawl, who endeavoured to prevail upon them to join the rest; but, finding them in the greatest disorder, and disposed to mutiny, he was obliged to desist from his purpose, and to return without them.

The ensuing night proved tempestuous, and the sea running very high, threatened those on board with instant destruction, by the parting of the wreck. They were then as solicitous to get ashore, as they were before obstinate in refusing the assistance we sent them; and when the boat did not come to their relief the moment they expected it, without considering

now impracticable it was to send it to them in such a sea, they fired one of the quarter-deck guns at the hut. The ball barely passed over the covering of it, and was plainly heard by the captain and us who were within. Another attempt, therefore, was made to bring these madmen to land; which, however, from the violence of the sea, and other impediments, occasioned by the mast that lay alongside, proved ineffectual. This unavoidable delay made the people on board outrageous. They began beating to pieces every thing that fell in their way; and, carrying their intemperance to the greatest excess, broke open chests and cabins for plunder, that could be of no use to them. So earnest were they in this wantonness of theft, that one man had evidently been murdered on account of some division of the spoil, or for the sake of the share that fell to him, having all the marks of a strangled corpse.

In the outrage they seemed particularly attentive to one point, which was to provide themselves with arms and ammunition, in order to support them in putting their mutinous designs into execution, and asserting their claim to a lawless exemption from the authority of their officers, which they pretend must cease with the loss of the ship. But of these arms, of which we stood in great need, they were soon deprived upon coming ashore, by the resolution of Captain Cheap, and Lieutenant Hamilton of the marines.

Among these mutineers, who had been left

on board, was, as I have before observed, the boatswain, who, instead of exerting the authority he had over the rest, to restrain them as much as possible, was himself a ringleader in the riot. This man, without respect to the figure he then made, being dressed in lace clothes, Captain Cheap, by a well-aimed blow with his cane, felled to the ground. It was scarcely possible to refrain from laughter at the whimsical appearance made by these fellows, who, having rifled the chests of the officers' best suits, had put them on over their greasy trowsers, and dirty chequered shirt; but they were soon stripped of their finery, as they had before been obliged to resign their arms.

The incessant rains, and intensely cold weather, in this climate, rendered it impossible for us to subsist long without shelter; and the hut being much too little to receive us all, it was necessary, without delay, to devise some expedient which might serve our purpose; accordingly, the gunner, carpenter, and some others, turned the cutter keel upwards, and, fixing it upon props, made no despicable habitation. We procured some sea-fowl, and found limpets, muscles, and other shell-fish in tolerable abundance. A provision, in any degree proportionate to the number of mouths to be fed, could not, by our utmost industry, be procured from the part of the island we had hitherto traversed. The climate and season were, likewise, utterly unfavourable to adven-



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urers, and the coast, as far as the eye could embrace seaward, was a scene of such dismal breakers, as to discourage the most daring from making attempts in small boats.

Our long-boat was still on board the wreck, therefore a number of hands were now dispatched to cut the gunwale of the ship, in order to get her out. While we were employed in this business, three canoes of Indians appeared paddling towards us, having come round the point from the southern lagoons. It was some time before we could prevail upon them to lay aside their fears and approach us, which at length they were induced to do, by the signs of friendship we made them, and by showing some bale goods, which they accepted, and suffered themselves to be conducted to the captain, who likewise made them several presents; with the novelty of these they were much affected, but particularly when shewn the looking-glass; the beholder could not conceive that it was his own face which he beheld, but that of some other person behind the glass, and went round to the back of it, in order to satisfy himself.

These people were of a small stature, very warthy, having long black, coarse, hair, hanging over their faces. It was evident, from their great surprise, and every part of their behaviour, as well as their not possessing a single article which could be derived from white people, that they had never seen such; and as they uttered not a word in any language

we had ever heard, nor had any method of making themselves understood, we presumed they could have had no intercourse with Europeans.

These savages, who, upon their departure, left us a few muscles, returned in two days, and surprised us by bringing three sheep. At this interview we bartered with them for a dog or two, which we roasted and ate. A few days afterwards they made us another visit, and bringing their wives with them, took up their abode with us for some days, when they again left us.

Whenever we were permitted by the weather, which was now grown somewhat more dry, but extremely cold, we employed ourselves about the wreck; from which we had, at several times, recovered several articles of provision; these were deposited in the store-tent. Ill-humour and discontent, from the difficulties we laboured under in procuring subsistence, and the little prospect of any amendment in our condition, was now breaking out apace. In some it showed itself by a separation of settlement and habitation; in others by a resolution of leaving the captain entirely, and making a wild journey by themselves, without determining upon any plan whatever.

Besides the seceders already mentioned some formed a scheme of deserting us entirely these were ten in number, the greatest part of them the most desperate and abandoned of the

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crew; who, to do a notable action before they went off, placed half a barrel of gunpowder close to the captain's hut, laid a train to it, and were preparing to perpetrate their wicked design of blowing up their commander, when they were with difficulty dissuaded from it, by one who had some compassion and remorse of conscience left. These wretches, after rambling some time in the woods, and finding it impracticable to get off, for they were then convinced that they were not upon the main, as they imagined when they first left us, but on an island, within four or five leagues of it, returned and settled about a league from us; however, they were still determined, as soon as they could procure craft fit for their purpose, to get to the main. But, before they could effect this, we found means to prevail upon the armourer, and one of the carpenter's crew, two very useful men to us, who had imprudently joined them, to return to their duty. The rest, one or two excepted, having built a punt, and converted the hull of one of the ship's masts into a canoe, went away up one of the lagoons, and were never heard of more. These being a desperate and factious set, did not distress us much by their departure, but rather added to our security.

Some savages returned, and we found that their intention was to settle among us, for they had brought with them their wives and children, in all about fifty persons, who immediately set about building themselves wig-wams,

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and seemed easily reconciled to our company. Could we have entertained them as we ought, they would have been of great assistance to us, who were extremely put to it to procure food, being still one hundred in number. But the men now subject to little or no controul, endeavoured to seduce their wives, which gave the Indians such offence, that, in a short time they found means to depart, taking everything along with them.

Our number, which was at first one hundred and forty-five, had been reduced, and chiefly by famine, to one hundred; which put the rest upon all manner of shifts and devices to support themselves. Among the ingenious this way, was one Phipps, a boatswain's mate, who, having got a water puncheon, scuttled it, then lashing two logs, one on each side, set out in quest of adventures in this extraordinary and original piece of embarkation. By these means he would frequently provide himself with wild fowl, when all the rest were starving; and it must be very bad weather indeed which could prevent him from putting out to sea when his necessities required it. Sometimes he would venture far out in the offing, and be absent the whole day; at last he had the misfortune to be overset by a very heavy sea, at a great distance from the shore; but, being near a rock, though no swimmer, he managed so as to scramble to it, and with great difficulty ascended it. There he remained two days, with very little hopes of any relief, for he

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was too far off to be seen from the shore; but, fortunately, a boat having put off, and gone that way in quest of wild fowl, he was discovered making such signals as he was able, and brought back to the island. He was not so discouraged by this accident, but that soon afterwards, having procured an ox-hide, used on board for sifting powder, and called a gunner's hide, by the assistance of some hoops, he formed something like a canoe, in which he made several successful voyages.

The long-boat being repaired, some of our company were selected to go out in the barge, to reconnoitre the coast to the southward, which might assist us in the navigation we were about to undertake. This party consisted of Mr. Bulkeley, Mr. Jones, the purser, myself, and ten men. The first night we put into a good harbour, a few leagues to the southward of Wager's Island, where, finding a large bitch big with puppies, we regaled upon them. After a series of disasters, and sufferings scarcely credible, we were compelled to return to our old spot.

At a period when despair was ready to overwhelm us, a fresh and unexpected prospect opened to our view. A few days after our return a party of Indians came to the island in two canoes. Among these was an Indian of the tribe of the Chonos, who spoke Spanish, but with that barbarous accent that rendered almost unintelligible to any but adepts in that language. He was a cacique, or chief, of

his tribe, which authority had been confirmed to him by the Spaniards.

Our surgeon, Mr. Elliot, being master of a few Spanish words, made himself so far understood by the cacique, as to let him know that our intention was to reach some of the Spanish settlements if we could ; that we were unacquainted with the best and safest way, and what tract was most likely to afford us subsistence in our journey ; promising, if he would undertake to conduct us in the barge, he should have it, and everything in it, as soon as it had served our purpose.

To these conditions the cacique, after much persuasion, at length agreed. Accordingly, having made the best preparation we could, we embarked on board the barge, to the number of fifteen. After a dangerous voyage of some days, we came to an Indian settlement, where we were luxuriously regaled upon fish and potatoes. This was the most comfortable meal we had made for many months. We soon arrived at a Spanish settlement, where we were taken possession of, and sent as prisoners to St. Joys. At this last mentioned place we were humanely treated and comfortably lodged, by a Scotch physician named Gedd. Here we were invited to dine with Admiral Pizarro and his officers, one of whom kindly offered us two thousand dollars, of which we only took part, and were thereby enabled to appear decently. After two years' residence, we embarked in a French ship, were taken to Brest, and there

out on our parole. In three months an order came for our liberation, and we shortly afterwards landed at Dover.

We immediately set off for Canterbury, upon post horses; but Captain Cheap was so tired by the time he got there, that he could proceed no farther that night. In the morning he still found himself so much fatigued, that he could ride no longer; therefore it was agreed that he and Mr. Hamilton should take a post chaise, and that I should ride. But here an unlucky difficulty was started; for on sharing the little money we had, it was found to be inadequate to our expenses for the journey to London, and my proportion in particular fell so short, that it was scarcely enough to pay for horses, much less the necessary refreshments upon the road, or even the turnpikes. The latter I was compelled to defraud, by riding as hard as I could through them, without paying the least attention to the men who called out to stop me. The want of refreshment I bore as well as I could.

When I got to the Borough, I took a coach and drove to Marlborough-street, where my friends lived when I left England, but when I came there I found the house shut up. Having been absent so many years, and having in all that time never heard a word from home, I knew not who was dead, who was living, or even how to pay the coachman. I recollected a linen draper's shop not far from thence, where our family used to deal; I therefore

drove thither, and, making myself known, they paid the coachman. I then enquired after our family, and was told that my sister had married Lord Carlisle, and lived in Soho square. I immediately walked to the house, and knocked at the door; but the porter, not liking my figure, which was half French, and half Spanish, with the addition of a large pair of boots, covered with dirt, was going to shut the door in my face, but I prevailed upon him to let me in.

I need not acquaint the reader with what surprise and joy my sister received me. She immediately furnished me with money sufficient to appear like the rest of my countrymen. Till then I could not properly be said to have finished all the extraordinary scenes in which I had been involved by a series of adventures for the space of five long years.

Some of those who abandoned Captain Cheap, and had pursued a different route through the Straits of Magellan, in the long boat, had previously reached England; but the number of those who had this good fortune was comparatively small, and their distresses, for variety and duration, were without a parallel.



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*Admiral Graves on Board the Belle, Viewing the Destruction of his*

# NARRATIVE OF THE LOSS OF THE RAMILIES,

OF SEVENTY-FOUR GUNS,

In the Atlantic Ocean, Sep. 21, 1782;

With particulars relative to other vessels which  
suffered in the same dreadful hurricane.

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ADMIRAL Graves, requesting leave to return to England, in 1782, was appointed by Lord Rodney to command the convoy sent home with the numerous fleet of merchantmen from the West Indies, in the month of July. He accordingly hoisted his flag on board the *Ramiliés*, 74, and sailed on the 25th from Blue Islands, having under his orders the *Canada* and *Centaur*, of 74 guns each, with the *Pallas Friente* of 36 guns, and the following French ships taken by Lord Rodney and Sir Samuel Hood, of the armament commanded by the Count de Grasse, viz.—The *Ville de Paris* of 110 guns; the *Glorieux* and *Hector*, of 74 guns each; the *Ardent*, *Caton*, and *Jason*, of 64 guns each. Those which were originally British ships had been in so many actions, and so long sent from England, as to become extremely of condition, while that of the prizes was more deplorable; and the following au-

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thentic account of the various disasters which attended this distressed convoy will be found both melancholy and interesting in a particular degree.

Soon after the fleet had sailed, the officers of the Ardent united in signing such a representation of her miserable plight, as induced Admiral Graves to order her back to Port Royal; and the Jason, by not putting to sea with the convoy from want of water, never joined him at all. The rest proceeded, and after those vessels that were bound for New York had separated, the whole convoy was reduced to ninety-two sail.

On the 8th of September, the Caton springing a leak, made such alarming complaints, that the Admiral directed her and the Pallas, which was also become leaky, to bear away immediately, and keep company together, making for Halifax, which then bore N.N.W., and was but eighty-seven leagues distant.

The afternoon of the 16th of September shewing indication of a gale and foul weather from the south-east quarter, every preparation was made on board the flag-ship for such an event, not only on account of her own safety, but by way of example to the rest of the fleet. The Admiral collected the ships about six o'clock, and brought to under his main-sail, on the larboard tack, having all his other sails furled, and his top-gallant yards and masts lowered down.

The wind soon increasing, blew strongly from

## THE RAMILIES.

the E.S.E., with a very heavy sea, and about three o'clock in the morning of the 17th, flew suddenly round to the contrary point, blowing most tremendously, and accompanied with rain, thunder, and lightning. The Ramilies was taken by the lee, her main-sail thrown aback, her main-mast went by the board, and the mizen-mast half-way up; the fore-top-mast fell over the starboard bow, the fore-yard broke in the slings, and the rudder was nearly torn off. Thus was this capital ship, from being in perfect order, reduced, within a few minutes to a mere wreck, by the fury of the blast, and the violence of the sea, which acted in opposition to each other. The ship was pooped, the cabin where the admiral lay was flooded, his cot-bed jerked down by the violence of the shock, and the ship's instantaneous revulsion, so that he was obliged to pull on his boots half-leg deep in water, without any stockings, to huddle on his wet clothes, and to go upon deck. On his first coming thither, he ordered two of the lieutenants to examine into the state of the affairs below, and to keep a sufficient number of people at the pumps, while himself and the captain kept upon deck, to encourage the men to clear away the wreck, which, by its constant swinging backwards and forwards by every wave against the body of the ship, had beaten off much of the copper from the starboard side, and exposed the seams so much to the sea, that the oakum washed out, and the whole frame became leaky.

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At dawn of day they perceived a large ship under their lee, lying upon her side, water-logged, her hands attempting to wear her, by first cutting away the mizen-mast, and then her main-mast; hoisting her ensign, with the union downwards, in order to draw the attention of the fleet, but to no purpose, for no succour could be given, and she very soon went down, head foremost, the fly of her ensign being the last thing visible. This was the Dutton, formerly an East Indiaman, and then a store-ship, commanded by a lieutenant of the navy, who, in his agitation, leaped from the deck into the sea; but, as might be expected, was very soon overwhelmed by its billows. Twelve or thirteen of the crew contrived, however, to slide off one of the boats, and, running with the wind, first endeavoured to reach a large ship before them, which, not being able to fetch, they made up for another ship more to the leeward, who, fortunately descrying them, threw a number of ropes, by the help of which these desperate fellows scrambled up her sides, and fortunately saved their lives. Out of ninety-four or ninety-five sail seen the day before, scarcely twenty could be counted: of the ships of war there were observed the Canada, half hull down upon the lee-quarter, having her main-top-mast and mizen-mast gone, the main-top damaged, the main-yard aloft, and the main-sail furled. The Centaur was far to windward, without masts, bowsprit, or rudder; and the Glorieux without fore-mast, bowsprit, or main-top-

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mast. Of these the two latter perished, with all their crews, excepting the captain of the *Centaur*, and a few of his people, who contrived to slip off her stern into one of the boats unnoticed, and thus escaped the unhappy fate of the rest.

The *Ville de Paris* appeared to have received no injury, and was commanded by a most experienced seaman, who had made twenty-four voyages to and from the West Indies, and had, therefore, been pitched upon to lead the ship through the Gulf; nevertheless, she was afterwards buried in the ocean, with all on board her, consisting of about 800 people. Of the convoy, besides the *Dutton* before-mentioned, and the *British Queen*, seven others were discovered without masts or bowsprit; eighteen lost masts, and several others had foundered.

In the course of this day the *Canada* crossed upon and passed the *Ramilies*; some of the trade attempted to follow the *Canada*, but she ran at such a rate, that they soon found it to be in vain, and then returned towards the flagship; the *Ramilies* had at that time six feet water in her hold, and the pumps would not free her, the water having worked out the oakum, and her beams amid-ship being almost drawn from their clamps.

The admiral, therefore, gave orders for all the buckets to be manned, and every officer to help towards freeing the ship; the mizen-top-sail was set upon the fore-mast, the main-top-

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gallant sail on the stump of the mizen-mast, and the tiller shipped. In this condition, by beating away, she scudded on at so good a rate, that she held pace with some of the merchantmen.

The day having been spent in baleing and pumping, without materially gaining on the water, the captain, in the name of the officers, represented to the admiral, the necessity of parting with the guns for the relief of the ship, but he objected, that there would then be left no protection for the convoy. At length, however, after great difficulty, he consented to their disposing of the forecastle and aftermost quarter-deck guns, together with some of the shot, and other articles of very great weight. The ensuing night was employed in baleing, and endeavouring to make the pumps useful, for the ballast, by getting into the well, had choaked, and rendered them useless, and the chains had broken as often as they were repaired. The water had risen to seven feet in the hold. The wind from the westward drove a vast sea before it, and the ship, being old, strained most violently.

On the morning of the 18th, nothing could be seen of the Canada, she having pushed on at her greatest speed for England. The frame of the Ramilies having opened during the night, the admiral was prevailed upon, by the renewed and pressing remonstrances of his officers, although with great reluctance, to let six of the forwardmost and four of the aftermost



guns of the main-deck be thrown overboard, together with the remainder of those on the quarter-deck; and the ship still continuing to open very much, he ordered tarred canvas and hides to be nailed fore and aft from under the sills of the main-deck, under the fifth plank above, or within the water-ways; and the crew, without orders, did the same on the lower-deck. Her increasing complaints required still more to be done; the admiral directed all the guns on the upper deck, the shot, both on that and the lower-deck, and various heavy stores, to be thrown overboard. A leakage in the light room of the grand magazine, having almost filled the ship forward, and there being eight feet water in the magazine, every gentleman was compelled to take his turn at the whips, or in handing the buckets. The ship was, besides, strapped from the fore-mast to the main-mast.

Notwithstanding their utmost efforts, the water still gained on them the succeeding night, the wind blowing very hard, with exceeding heavy squalls, a part of the orlop-deck fell into the hold; the ship herself seemed to work excessively, and appeared to settle forward.

On the morning of the 19th, under these very alarming circumstances, the admiral commanded both the bower anchors to be cut away, all the junk to be thrown overboard, one sheet and one bower cable to be reduced to junk and served the same way, together

with every remaining ponderous store that could be got at, and all the powder in the grand magazine (it being damaged); the cutter and pinnacle to be broken up and thrown overboard, the skidders having already worked off the side: every soul on board was employed in baling. One of the pumps was got up, but to no purpose, for the shot-lockers being broken down, some of the shot, together with the ballast, had fallen into the well; and as the weather moderated a little, every thing was made ready for heaving the lower-deck guns into the sea, the admiral being anxious to leave nothing undone for the relief of the ship.

When evening approached, there being twenty merchant ships in sight, the officers united in beseeching him to go into one of them, but this he positively refused to do, deeming it, as he declared, unpardonable in a commander-in-chief to desert his garrison in distress; that his living a few years longer was of very little consequence, but that, by leaving his ship at such a time, he should discourage and slacken the exertions of the people, by setting them a bad example. The wind lulling somewhat during the night, all hands baled the water, which at this time was six feet fore and aft.

On the morning of the 20th, the admiral ordered the spare and stream anchors to be cut away, and, within the course of the day, all the lower gun-decks to be thrown overboard. When evening came, the spirits of the people

in general, and even of the most courageous, began to fail, and they openly expressed the utmost despair, together with the most earnest desire of quitting the ship, lest they should founder in her. The admiral hereupon advanced, and told them that he and their officers had an equal regard for their own lives ; that the officers had no intention of deserting either them or the ship ; that, for his part, he was determined to try one more night in her ; he, therefore, hoped and intreated they would do so too, for there was still room to imagine, that one fair day, with a moderate sea, might enable them, by united exertion, to clear and secure the well from the encroaching ballast which washed into it ; that if this could be done, they might be able to restore the chains to the pumps, and use them ; and that then hands enough might be spared to raise jury-masts, with which they might carry the ship to Ireland ; that her appearance alone, while she could swim, would be sufficient to protect the remaining part of her convoy ; above all, that as every thing that could be thought of had now been done for her relief, it would be but reasonable to wait the effect. He concluded with assuring them, that he would make the signal directly for the trade to lie by them during the night, which he doubted not they would comply with.

This temperate speech had the desired effect ; the firmness and confidence with which

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he spoke, and their reliance on his seamanship and judgment, as well as his constant presence and attention to every accident, had a wonderful effect upon them; they became pacified, returning to their duty and their labours. Since the first disaster, the admiral had, in fact, scarcely ever quitted the deck; this they had all observed, and his diligence in personally inspecting every circumstance of distress. Knowing his skill and experience, they placed great confidence in them; and he instantly made, according to his promise, a signal for all the merchantmen.

At this period, it must be confessed, there was great reason for alarm, and but little for hope; for all the anchors and guns, excepting one, together with every matter of weight, had been thrown overboard, and yet the ship did not seem to be at all relieved. The strength of the people was, likewise, so nearly exhausted, having had no sleep since the first fatal stroke, that one half of the crew were ordered to bale, and the other to repose; so that, although the wind was much abated, the water still gained upon them, in spite of all their efforts, and the ship rolled and worked prodigiously, in a most unquiet sea.

At three in the morning of the 21st, being the fourth night, the well being quite broken in, the casks, ballast, and remaining shot, rushed together, and destroyed the cylinders of the pumps; the frame and carcase of the ship

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began to give way in every part, and the whole crew exclaimed that it was impossible to keep her any longer above water.

In this extremity, the admiral resolved within himself not to lose a moment in removing the people whenever daylight should arrive, but told the captain not to communicate any more of his design than that he intended to remove the sick and lame at daybreak; and for this purpose he should call on board all the boats of the merchantmen. He, nevertheless, gave private orders to the captain, while this was doing, to have all the bread brought upon the quarter-deck, with a quantity of beef, pork, and flour, to settle the best distribution of the people, according to the number of trade-ships that should obey their signal, and to allow an officer to each division of them; to have the remaining boats launched, and, as soon as the sick are disposed of, to begin to remove the whole of the crew, with the utmost dispatch, but without risking too many in each boat.

Accordingly, at dawn, the signal was made for the boats of the merchantmen, but nobody suspected what was to follow, until the bread was entirely removed, and the sick gone. About six o'clock, the rest of the crew were permitted to go off, and between nine and ten, there being nothing further to direct and regulate, the admiral, after shaking hands with every officer, and leaving his barge for their better accommodation and transport, quitted for ever the Ramilies, which had then nine feet

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water in the hold. He went into a small leaky boat, laden with bread, out of which both himself and the surgeon, who accompanied him, were obliged to bale the water all the way. He was in his boat, with his surtout over his uniform, and his countenance as calm and composed as ever. He had, at going off, desired a cloak, a cask of water; and a cask of flour, but could only get the latter; and he left behind all his stock, furniture, books, wines, charts, &c., which had cost him upwards of one thousand pounds, being unwilling to employ even a single servant in saving or packing up what belonged to himself alone, in a time of such general calamity, or to appear to fare better in that respect than any of the crew.

The admiral rowed for the *Belle*, Captain Forster, being the first of the trade that had borne up to the *Ramilies* the preceding night, in her imminent distress, and, by his anxious humanity, set such an example to his brother traders, as had a powerful influence upon them—an influence which was generally followed by sixteen others.

By three o'clock most of the crew were taken out, at which time the *Ramilies* had thirteen feet water in her hold, and was evidently foundering in every part. At half-past four, the captain, and first and third lieutenants, left her, with every soul, excepting the fourth lieutenant, who staid behind only to execute the admiral's orders, for setting fire to the wreck when finally deserted. The carcass

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burned rapidly, and the flame quickly reaching the powder, which was filled in the after magazine, and had been lodged very high, in thirty-five minutes the deck and upper works blew up with a horrid explosion, and a cloud of smoke, while the lower part of the hull was precipitated to the bottom of the ocean.

At this time the admiral, in the *Belle*, stood for the wreck, to see his last orders executed, as well as to succour any boats that might be too full of men, the swell of the sea being prodigious, although the weather had been moderate ever since noon of the foregoing day. There were, however, at intervals, some squalls, with every appearance of the weather soon becoming violent. It was not long before they were realized, for, within two hours after the last of the crew were put on board their respective ships, the wind rose to a great height, and so continued, without intermission, for six or seven successive days, so that no boat could, during that time, have lived in the water. On such a small interval depended the salvation of more than six hundred lives! Indeed, during the four days immediately preceding this catastrophe, it blew such a strong gale, and such a heavy sea followed the *Ramilies*, that it was always necessary to keep her with the wind upon the quarter, with seldom more than the sprit-sail hoisted on the fore-mast, and at times with no sail at all, in which state she would run at the rate of six miles an hour. Whenever the main-top gallant sail was set.

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on the stump of the mizen-mast, she commonly griped too much, so as to render the steerage very difficult, and this had been carried, whenever it could be, in order to keep pace with the merchantmen, the slowest of which went nearly as fast under their bare poles.

Even in running thus, the *Ramilies* rolled prodigiously, and as she grew lighter every day, her motion became the more uneasy, so that the men could scarcely stand to their work, or keep their legs, without something to lay hold by. There was no such thing as real repose for them when sitting or lying down upon deck, nor steadiness enough to eat or drink with any security; no meat could be dressed, nor did any man or officer go into a bed. Until the afternoon of the 20th there was no venturing to bring her to, even for a boat to come on board; but, notwithstanding this desperate condition, when some were hourly dropping through fatigue and want of sleep, and the decks were covered with water, the whole of the crew behaved with the utmost obedience, attention, and sobriety, and remitted no possible exertion for the preservation of the ship.

Upon their separation taking place, the officers, who were distributed with portions of the crew among the Jamaica-men, had orders respectively to deliver them to the first man-of-war or tender they should meet with, and to acquaint the secretary of the admiralty, by the earliest opportunity, of their proceedings. A pendant was hoisted on board the *Belle*, by way



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of distinction, that she might, if possible, lead the rest. Some of the trade kept with her, and others made the best of their way, apprehensive lest they should soon fall short of provisions, as they had so many more to feed besides their own crew.

The Silver Eel, transport, which had sailed from Blue Fields, with the invalids of Sir George Rodney's fleet, and was under the command of a lieutenant of the navy, had been ordered to keep near the Ramilies. That ship was accordingly at hand on the 21st of September, the day of her destruction, and, in consequence of several deaths on the passage, had room enough for the reception of all who were now ailing or maimed, and was therefore charged with them, being properly fitted for their accommodation.

The Silver Eel parted from the admiral in latitude 42 deg. 48 min. N. and longitude 45 deg. 19 min. W. after seeing the Ramilies demolished; and being to make for the first port, ran into Falmouth, the 6th of October; on the afternoon of which day, one of the trade ships, with a midshipman and sixteen of the crew of the Ramilies, reached Plymouth Sound. Another of the same convoy, having on board a portion of the crew, with the captain and the first lieutenant, anchored in the same place before daylight the next morning. The Canada, however, having exerted her utmost speed, had, prior to all these, got to Portsmouth, where she spread the news of the dis-

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persion of this miserable fleet, which, being conveyed to France, her privateers immediately put to sea, in hopes of making a prize of them. Some of the Jamaica-men, with part of the crew of the Ramilies, fell in consequence into their hands; two of the West Indiamen were captured in sight of the Belle, but she herself, with the admiral and thirty-three of his crew, arrived safe, though singly, on the 10th of October, in Cork Harbour, where the Myrmidon frigate lay at anchor. The admiral immediately hoisted his flag on board the latter, and, sailing with the first fair wind, arrived, on the 17th, in Plymouth Sound. He brought away with him nothing but a few of his private papers, the rest of his effects having shared the same fate as his ship.





*Conflagration of the Prince George, 480. Persons Perished.*

# LOSS OF THE PRINCE GEORGE,

April 13th, 1758.

Described in Letters from the Survivors of  
that dreadful Event.

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Of all the calamities to which seamen are liable, there is not one more terrible than the destruction of a ship by fire. On shore, where the means of escape are ready, and assistance more easily obtained, the most dreadful conflagrations are seldom attended with the loss of any lives. The buildings too are generally solid, so that with a little notice, the sufferers are enabled to save themselves. But on the ocean this calamity rages with ten-fold violence. The materials of which ships are composed, are of a nature fitted to propagate fire, and their construction assists the destructive element to propagate its ravages. Tar, pitch, and oil, it is well known, make a necessary part of the stores of every ship, and these substances burn with greater fury; besides the sails, rigging, and hull of a ship are in the highest degree combustible. But above all, the great quantities of gunpowder which ships of war carry, render such a misfortune, when it occurs to them, of the most terrific nature.

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The following letters describe the loss of the Prince George, which was then on her passage to Gibraltar, and carried the flag of Rear-admiral Broderick.

Extract of a Letter from the Rev. Mr. Sharp  
Chaplain.

Glasgow, off Lisbon, April, 20.

“ On Thursday, the 13th instant, at half an hour past one in the afternoon, word was passed into the ward-room, by the sentry, that the fore-part of the ship was on fire; the lieutenants immediately ran forward, and myself, with many others, went on the quarter-deck, where we found that the whole ship's crew was alarmed; the pumps were handed out, the engine and buckets carried forward, and every immediate remedy applied. The admiral with the lieutenants on watch, kept the quarter-deck, from whence he sent such orders as he thought most expedient for the preservation of the ship, and her crew. Captain Peyton, and the lieutenants, on searching, found that the fire broke out in the boat-swain's store-room, to which place large quantities of water were applied, but in vain, for the smoke was so very great and hot, that the poor creatures could not get near enough to the flames for their labour to have any effect. On this Captain Peyton ordered scuttles to be made that the water might be poured in by that means; but here he was defeated likewise, for only two carpenters could be found,

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and they had nothing to work with for a long time but a hammer and a chissel each. The lower gun-deck ports were then opened, but the water that flowed in was not sufficient to stop the violence of the flames. He likewise ordered the powder-room to be wetted, lest the ship should be immediately blown up, and every soul perish in an instant. This had the desired effect, and for some minutes we had glimmering hopes. I mention the above particulars, as I was below myself, worked with the men as long as I could stand at it, went up for air, and returned again instantly; consequently being an eye-witness, I can declare them as facts. The fire soon increased, and raged violently aft on the larboard side; and, as the destruction of the ship was now found inevitable, the preservation of the admiral was first consulted. Captain Peyton came on the quarter-deck and ordered the barge to be manned, into which the admiral entered, with nearly forty more, for now there was no distinction; every man's life was equally precious. The admiral, finding that the barge would upset, stripped off his clothes, and committed himself to the mercy of the waves; and, after toiling an hour, was at length taken up by a merchantman's boat. Captain Peyton kept the quarter-deck an hour after the admiral had left it, when he happily got into a boat from the stern ladder, and was put safe on board the Alderney sloop. I must be deficient even to attempt a description of the me-

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lancholy scene before me; shrieks, cries, lamentations, bemoanings, raving, despair, and even madness itself presented themselves. It was now high time to think of taking care of myself; I looked from every part of the ship for my preservation, and soon saw three boats off the stern. I went immediately to my cabin and offered up my prayers to God, particularly thanking him for giving me such resolution and presence of mind. I then jumped into the sea, from one of the gun-room ports, and swam to a boat, which put me safe on board the Alderney sloop. There were near three hundred people saved, and more might have been saved had the merchantmen behaved like human creatures; but they kept a long way to windward the whole time; and, if possible, to their greater shame may it be spoken, instead of saving the men that swam to their boats, they were employed in taking up geese, fowls, tables, chairs, and whatever else came near them."

Letter from Mr. Parry, an officer.

"About half-past one at noon, being in the office adjoining the cabin I saw the admiral run out, with two or three officers. On enquiring the cause, I was alarmed with the report of the ship's being on fire forward, and it was believed to be in the boatswain's fore store-room. Every method was taken to extinguish it, but the smoke was so violent that no person could get near enough to ascertain where



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the fire was. About half-past two we made the signals of distress ; but, to render our situation more dreadful, the fog came on very thick, and the wind freshened, so that it was near four before the Guernsey and Alderney got intelligence of our situation.

“ They then repeated the signal, hoisted out their boats, and stood towards us ; but not knowing we had taken care to float our powder, they were under sad apprehensions lest we might blow up, and therefore could not, consistent with their own safety, give us the assistance our deplorable condition made us so much stand in need of. We attempted to scuttle the decks, to let the water on the fire, but the people could not stand a minute without being nearly suffocated. About half-past four the smoke increased, and the flames began to break out. The admiral then ordered the boats to be hoisted out, got out the barge, and went off, promising to bring a ship along-side of us. I observed her so full that her gun-wale was almost even to the water ; and in a few minutes afterwards, saw her sink at some distance astern. Not above three or four were saved, out of about forty, among whom it pleased God to preserve the admiral.

“ The weather had now become clear, but none of the merchantmen would come near us. Our officers behaved well, and endeavoured to keep the people to the pumps, and drawing water ; but they were now become quite ungovernable. About a quarter before five Cap-

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tain Peyton left the ship, and made the same promise as the admiral, but was not able to accomplish it. About five the long boat was endeavoured to be got out, in which were nearly one hundred people, but as they were hoisting her out one of the tackles gave way, by which she overset, and almost every soul perished. We were now reduced to the greatest distress. You may form some idea of our miserable condition, when I tell you the ship began to be in flames fore and aft, spreading like flax; people distracted, and not knowing what they did, and jumping overboard from all parts. I was reduced to the melancholy choice of either burning with the ship, or going overboard. Very few that could not swim were taken up, and I that could not swim must have little hopes indeed!

“About a quarter past five I went into the admiral’s stern gallery, where two young gentlemen were lashing two tables together for a raft. I assisted them. One of them proposed to make fast the lashing to the gallery, and lower ourselves down to the tables, then, cutting the lashing, to commit ourselves to the mercy of Providence. We hoisted over the tables, but being badly lashed we lost one of them; as soon as the other was down, I proposed to venture first, to which they readily consented. There were about three boats astern—this was the time or never. I went down by the rope, but as there was a great swell of the sea, it was impossible for any one to follow me, and I was turned adrift. In

consequence of the cries of the people from the ship to the boats, in about five minutes I was taken up, very nearly drowned.

“The compliment of hands on board the Prince George was 715; which, with thirty passengers to Gibraltar, make a total of 745. The number of those who were saved amounted to 260; so that 480 persons perished by this melancholy catastrophe.”

Letter from the Master of a Merchantman under the Convoy of Admiral Boderick.

“Thursday, April 13th, Ushant, bearing east sixty leagues distant, at noon, I saw Admiral Boderick hoist a signal of distress, upon which I made what sail I could and went down to him. At one in the afternoon I could discern the Prince George on fire; at two we drew pretty near, and thought they might have quenched the fire; at three I saw plainly it was impossible. I was within a hundred yards of her stern, but durst not venture alongside, the sea running high, besides the going off of her guns, and danger of blowing up. At four in the afternoon the admiral was taken up swimming, by a merchantman's boat, as by this time the ships that had boats sent them all out, and a good many of them were lost, the weather proving bad.

“Towards night I was within pistol-shot, and remained there some time, picking up four of the crew. Had not two of my men run away with my boat the night before we sailed

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from St. Helen's, I am confident I could have saved sixty or eighty of them at least, as I was all the time nearer to them than any ship in the fleet.

“ At six, what a dismal sight! the masts and sails all in a blaze! hundreds of souls hanging by the ropes alongside! I could count fifty of them hanging over the stern-ladder, others in the sea on oars and pieces of wood—a melancholy spectacle!

“ At half an hour past six the flames broke out at her broadside, and in less than five minutes every part of her was in flames, and so continued till seven, when she overset but did not sink. I then ran within twenty yards of her, but my people compelled me to go farther off, for fear of striking on the wreck. All I can say of it in addition, is, there never was a more shocking sight, and I pray God I may never see the like again.

“ The 18th of April, the Glasgow, a twenty gun ship, hoisted the signal for all the masters of merchantmen to come on board, where the admiral had his flag hoisted, to know how many of his people we had saved among us, and to deliver them up. By the list then made out, it appeared that the admiral, Captain Peyton, and about two hundred and fifty-three men were saved.”

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### H. M. S. TRIBUNE

Off Halifax, Nova Scotia, November, 1797.

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THE Tribune was one of the finest frigates in his majesty's navy, mounted 44 guns, and had been recently taken from the French by Captain Williams, in the Unicorn Frigate. She was commanded by Captain S. Barker, and on the 22nd of September, 1797, sailed from Torbay, as convoy to the Quebec and Newfoundland fleets. In latitude 49 deg. 14 min. longitude 17 deg. 22 min. she fell in and spoke with his Majesty's ship Experiment, from Halifax; and lost sight of all her convoy on the 10th of October, in latitude 45 deg. 16 min. longitude 32 deg. 11 min.

About eight o'clock in the morning of the following day, they came in sight of the harbour of Halifax, and approached it very fast, with an E. S. E. wind, when Captain Barker proposed to the master to lay the ship too, till they could procure a pilot. The master replied that he had beat a 44 gun ship into the harbour before, that he had frequently been there, and that there was no occasion for a pilot, as the wind was favourable. Confiding in these assurances, Captain Barker went into

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his cabin, where he was employed in arranging some papers which he intended to take on shore with him. In the mean time the master, placing great dependance on the judgment of a negro, named Cosey, who had formerly belonged to Halifax, took upon himself the pilotage of the ship. By twelve o'clock the ship had approached so near the Thrumb Cap shoals that the master became alarmed, and sent for Mr. Galvin, master's mate, who was sick below. On his coming on deck he heard the man in the chains sing out, "by the mark five!" the black man forward at the same time crying "steady!" Galvin got on one of the carronades to observe the situation of the ship; the master ran in great agitation to the wheel, and took it from the man who was steering, with the intention of wearing the ship, but before this could be effected, or Galvin was able to give an opinion, she struck. Captain Barker immediately went upon deck and reproached the master with having lost the ship. Seeing Galvin likewise on the deck, he addressed him and said, "that knowing he had formerly sailed out of the harbour, he was surprised he could stand by and see the master run the ship ashore;" to which Galvin replied, "that he had not been on deck long enough to give an opinion."

Signals of distress were instantly made, and answered by the military posts, and ships in the harbour from which, as well as the dockyard, boats immediately put off to the relief of

the Tribune. The military boats, and one of those from the dock-yard, with Mr. Rackum, reached the ship, but the wind was so much against the others, that, in spite of all their exertions, they were unable to get on board. The ship was immediately lightened by throwing overboard all her guns, excepting one retained for signals, and every other heavy article, so that about half-past eight o'clock in the evening the ship began to heave, and at nine she got off the shoals. She had lost herudder about three hours before, and it was now found, on examination, that she had seven feet water in her hold. The chain-pumps were immediately manned, and such exertions were made, that they seemed to gain on the leaks. By the advice of Mr. Rackum, the captain ordered the best bower anchor to be let go, but this did not bring her up. He then ordered the cable to be cut; and the jib and fore-top-mast stay-sail were hoisted to steer by. During this interval a violent gale, which had come on at S. E. kept increasing, and carrying the ship to the western shore. The small bower anchor was soon afterwards let go; at which time they found themselves in thirteen fathoms water, and the mizen-mast was then cut away.

It was now ten o'clock, and as the water gained fast upon them, the crew had but little hopes left of saving either the ship or their lives. At this critical period, Lieutenant Campbell quitted the ship, and Lieutenant

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North was taken into the boat out of one of the ports. From the moment at which the former left the vessel, all hopes of safety had vanished; the ship was sinking fast; the storm was increasing with redoubled violence, and the rocky shore which they were approaching, resounding with the tremendous noise of the rolling billows, presented nothing to those who might survive the loss of the ship but the expectation of a more painful death, by being dashed against precipices, which even in the calmest day, it is impossible to ascend. Dunlap, one of the survivors, declared, that about half-past ten, as nearly as he could tell, one of the men who had been below, came to him on the fore-castle, and told him it was all over. A few minutes afterwards the ship took a lurch, on which Dunlap immediately began to ascend the fore-shrouds, and at the same time, casting his eyes towards the quarter-deck, he saw Captain Barker standing by the gang-way, and looking into the water, and directly afterwards he heard him call for the jolly-boat. He then saw the lieutenant of marines running towards the taffrel, to look, as he supposed, for the jolly-boat, which had been previously let down with men in her; but the ship instantly took a second lurch, and sunk to the bottom, after which neither the captain nor any of the other officers were again seen.

The scene, before sufficiently distressing now became peculiarly awful. More than 240 men, besides woman and children, were float-



ing on the waves, making the last effort to reserve life. Dunlap, who has been already mentioned, gained the fore-top. Mr. Galvin, master's-mate, with incredible difficulty, got into the main-top. He was below when the ship sunk, directing the men at the chain-ump, but was washed up the hatchway, thrown into the waste, and from thence into the water. On ascending he swam to gain the main-shrouds, when three men suddenly seized hold of him. He now gave himself up for lost; but, to disengage himself from them, he made a dive into the water, which caused them to quit their grasp. On rising again he swam to the shrouds, and having reached the main-top, seated himself on an arm-chest which was lashed to the mast.

From the observations of Galvin in the main-top, and Dunlap in the fore-top, it appears that nearly one hundred persons were hanging a considerable time in the shrouds, the tops, and other parts of the wreck. From the length of the night, and the severity of the storm, nature, however, became exhausted, and during the whole night they kept dropping off and disappearing. The cries and groans of the unhappy sufferers, from the bruises many of them had received, and when their hopes of deliverance began to fail, were continued through the night, but as morning approached, in consequence of the few who then survived, they became extremely feeble.

## LOSS OF

About twelve o'clock the main-mast gave way; at which time there were about forty persons on the main-top and shrouds. By the falling of the mast the whole of these unhappy creatures were again plunged into the water, and ten only regained the top, which rested on the main-yard, and the whole remained fast to the ship by some of the rigging. Of the ten who thus reached the top, four only were alive when morning appeared. Ten were at that time alive on the fore-top, but three were so exhausted, and so helpless, that they were washed away before relief arrived; three others perished, and thus only four at last were left alive upon the fore-top.

The place where the ship went down was barely three times her length to the southward of the entrance into Herring Cove. The inhabitants came down in the night to the point opposite to which the ship sunk, kept up large fires, and were so near as to converse with the people on the wreck.

The first exertion that was made for their relief, was by a boy thirteen years old, from Herring Cove, who ventured off in a small skiff by himself, about eleven o'clock the next day. This youth, with great danger, and extreme risk to himself, boldly approached the wreck, and backed his little boat so near to the fore-top as to take off two of the men, for the boat could not with safety hold any more. And here a trait of generous magnanimity was exhibited which ought not to

## THE TRIBUNE.

pass unnoticed. Dunlap and another man, named Monro, had throughout this disastrous night, kept their strength and spirits in a greater degree than their unfortunate companions, whom they endeavoured to cheer and encourage when they found their spirits sinking. Upon the arrival of the boat these two might have stepped into it, and thus have terminated their own sufferings; for their two companions, though alive, were unable to stir, and lay exhausted on the top, wishing not to be disturbed, and seemed desirous to perish in that situation. These generous fellows hesitated not a moment to remain themselves upon the wreck, and to save their companions against their will. They lifted them up, and with the greatest exertion, placed them in the little skiff; the *manly boy* then rowed them triumphantly to the Cove, and immediately had them conveyed to a comfortable habitation.

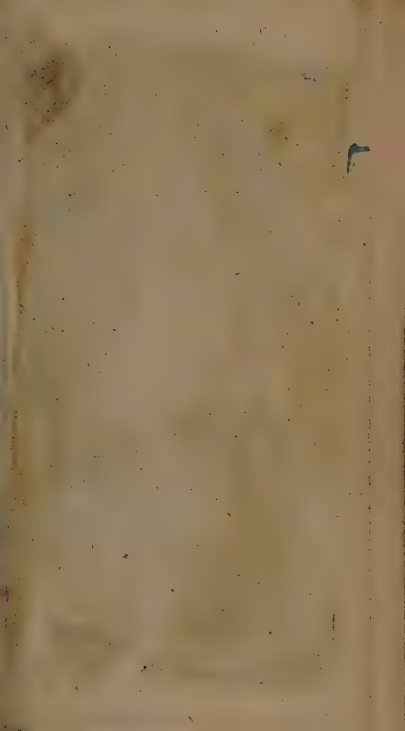
After shaming, by his example, older persons, who had larger boats, he again put off with his skiff, but with all his efforts, he could not then approach the wreck. His example, however, was soon followed by four of the crew who had escaped in the Tribune's jolly boat, and by some of the boats in the Cove. With their joint exertions the eighteen were preserved, and these, with the four who had saved themselves in the jolly-boat, were the whole of the survivors of this fine ship's company.

## LOSS OF, THE TRIBUNE.

A circumstance occurred, in which that cool thoughtlessness of danger, which so often distinguishes our British tars, was displayed in such a striking manner that it would be inexcusable to omit it. Daniel Monro had, as we have already observed, gained the fore-top. He suddenly disappeared, and it was concluded that he had been washed away like many others. After he had been absent from the top about two hours, he, to the surprise of Dunlap, who was likewise on the fore-top, raised his head through the lubber-hole.

Dunlap enquiring where he had been, he told him he had been cruizing for a better birth; that, after swimming about the wreck a considerable time, he had returned to the fore-shrouds, and crawling in on the cat-harpins, had actually been sleeping there more than an hour, and appeared greatly refreshed.

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*Deliverance of Four Seamen who had been Fourteen Days on a Shoal of Ice.*

EXTRAORDINARY DELIVERANCE  
OF  
FOUR SHIPWRECKED  
ENGLISH SEAMEN,

found upon a Shoal of Ice, near Spitzbergen,  
in the year 1646.

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JOHN CORNELIUS, of Muniken, being ordered to Spitzbergen to catch whales, set sail from the Texel in a galliot, on the 6th of May, 1646, and arrived on the 3d of June near Spitzbergen, with an intention to anchor in the bay, but was obliged, by the vast floats of the shoals, to keep out to sea. After having, in vain, cruized up and down among the ice-shoals, they got into the bay, but perceiving no whales further at sea, they sent out their gallop in pursuit of them, with the necessary materials for taking them.

While they were rowing up and down to watch the motion of these creatures, they discovered at a distance, a great ice-shoal, with something white upon it, which at first sight, they imagined to be bears, they being generally white there; but one Ellert Johnson, who was in the boat to manage the harpoon, judged, by the motion, that it was something

## NARRATIVE OF

else persuaded them to row that way, which being done accordingly, they not long after perceived a piece of rope belonging to the sails of a ship, which was held up by a man as a signal of the utmost distress. They, therefore rowed up towards it with all the oars they had, and upon approaching, it, found, to their great surprise, one dead man and four living ones, all Englishmen, upon the ice-shoal, who, upon their knees, expressed their joy and thankfulness for such unexpected deliverance from the jaws of death. They were taken into the boat, and carried into the bay aboard the ship.

These unfortunate men had cut a large hole, of the nature of a subterraneous cave, into the ice, and round the entrance they had placed pieces of ice cut out of the cavity to defend themselves from the violence of the winds or waves. In this hole they had spent fourteen days, it being so long since they had lost their ship. At first they were in all forty-two of them, and they had saved some victuals and tools, with their sloop. The commander, however, perceiving in a short time, that it would be impossible for them to hold out long upon the ice-shoal, resolved to go on shore in the sloop, with seventeen of his men, and afterwards to send word back how matters stood there. This was done accordingly, but it blowing very hard, and not having since heard any tidings of their companions, they



#### FOUR SEAMEN.

were afraid that the latter had perished before they had reached the shore.

There were twenty-four left upon the ice-shoal, but the want of provisions increasing daily, being reduced to a starving condition, and expecting nothing but instant death, they resolved to divide themselves and get upon several ice-shoals, in hopes, by some kind Providence, to reach the shore; but whether the others got ashore, or were taken up by some ship, or swallowed by the waves, they were unable to tell.

Certain it is, that four of them, the miserable remnant of forty-two, were sitting together upon this ice-shoal, overwhelmed with distress, without any hopes of being rescued from the extremity to which they were reduced by cold and hunger, before the Dutch ship came in sight of them, having had nothing to subsist upon but a leather belt, which they had divided and eaten, share and share like, till all was consumed.

After they were brought to the Dutch ship, the surgeon took all imaginable care for their recovery; notwithstanding which, three of them died a few days afterwards; so that out of forty-two, the total number of the ship's crew, no more than one escaped with life, who arrived in September, 1646, in the galliot, at Delft, of the Meuse, and returned to England, his native country

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# SHIPWRECK OF THE DUTCH EAST INDIAMAN, THE BATAVIA,

On the Rocks of Frederick Houtman, near  
the Coast of Concordia, New Holland, 1630.

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THE Directors of the Dutch East India Company, encouraged by the fortunate arrival, in 1629, of five vessels, commanded by General Carpenter, and richly laden, sent out a fleet of eleven ships. Among these was the Batavia, commanded by Francis Pelsart, a skilful navigator. Her crew including passengers, and some women and children, amounted to about three hundred persons, and her cargo was of considerable value.

This fleet left the Texel the 28th of October, 1629, and proceeded, without any remarkable occurrence, as far as the Cape of Good Hope. But upon approaching the Cape, a violent storm dispersed all the ships which had kept together till that time. Pelsart, who was apprehensive for the rest, after the storm was over, continued his route, steering in such a direction as he thought more likely to rejoin them, when on the 4th of June, 1630, he was carried, during the night, upon the

rocks, called by the Dutch the Albroidhos, or rocks of Frederick Houtman. This shelf is situated on the coast of Concordia, in New Holland, about the latitude of 28 deg. south. The captain was in bed, and very much indisposed. From the extraordinary motion of the ship he concluded that she had struck, and, in the utmost alarm, he instantly rose and ran upon deck.

The sails were all set; the course was N. E. to N., the light of the moon discovered a very thick foam at a distance. Pelsart's anxiety increased, and he reproached the pilot for his negligence, which exposed them all to the dangers of perishing. The latter, in excuse, said, that he had kept a good look out, that he had observed the foam at a great distance, and that the man at the mast-head, when he enquired what it was, had replied that it was produced by the moon's rays. Pelsart then asked him in what part of the world the ship was, to which the pilot replied:—"God only knows; we are upon some unknown bank."

In this extremity soundings were taken; at the stern of the vessel there was eighteen feet of water, and much less at the head. In this pressing danger the officers had assembled; they found that nothing could be done but to lighten the vessel, in hope that she would float again the more easily. An anchor was immediately let go, and they began to throw all the guns overboard.

## SHIPWRECK OF

While the seamen were thus employed, a storm of wind and rain came on. It was then that the Dutch became acquainted with the extent of their danger, when they found themselves surrounded with reefs of rock, against which the vessel was every moment dashed. It was resolved to cut away the main-mast, as it only tended to increase the shocks which the vessel received. Unfortunately, though they had taken care to cut it down close to the deck, it could not possibly be disengaged from the rigging. They were in sight of no land that was not overflowed by the sea, excepting an island was judged to be three leagues distant, and two inlets, or rather rocks, that seemed to be considerably nearer. The pilot who was sent to reconnoitre them, returned with the intelligence, that they were not covered by the sea, but being situated between reefs and sand-banks, the approach to them would be extremely dangerous. They, however, resolved to make the attempt, and first to set on shore the women, children, and sick, whose outcries and despair tended only to dishearten the crew. They were accordingly, with all possible expedition, put on board the shallop and skiff.

About ten o'clock in the morning it was perceived that the ship had opened. Pelsart encouraged his men to redouble their efforts to carry the bread and other provisions from the store-room upon deck. The water was left behind, under the idea that they should

## THE BATAVIA.

find plenty on shore. In this desperate situation the brutality of part of the crew was displayed in the most disgusting manner. "They thought of nothing (says the writer of the journal) but of gorging themselves with the wine that was left behind. Thus, before dark, they made only three voyages, and landed one hundred and eighty men, twenty barrels of bread, and a few casks of water." Even these provisions were consumed by the crew as fast as they arrived at the island, so that Pelsart was obliged to repair thither, to put a stop to their disorderly conduct. Under these melancholy circumstances, this attention was the the more important, as he found that the island was destitute of water. Putting off again to sea, he returned to the wreck with the utmost impatience, to give directions for landing the water and the most valuable part of her cargo, when the violence of the wind, and the fury of the waves, obliged him to return to the place from which he set off. He repeatedly endeavoured, but in vain, to return to the ship, the sea dashing against her with such impetuosity that he could not possibly get on board. A seaman swam off to him to represent how much the crew stood in need of his assistance; he continued his efforts, but with no better success. But despairing of being able to surmount the fury of the waves, he was obliged to send back the sailor in the same manner, with directions to the men to collect all the planks in the ship,

## SHIPWRECK OF

to tie them together, and throw them over-board; when they might be taken up and be made to assist in floating the shallop or skiff. The storm meanwhile increased, and as the sacrifice of his life could be of no advantage to the unfortunate men who implored his assistance, he was obliged to return to the island, and to leave, with the utmost regret his lieutenant and seventy men in the most imminent danger.

Those who had congratulated themselves upon their reaching one or the other of the two islands, were scarcely in a better situation. Upon examining their stock of water, they found, in the small island, only fifty quarts for forty persons, which was the number their party consisted of. Those in the larger island, to the number of one hundred and eighty, had still less. Pelsart, having landed in the former, the necessity of employing the shallop and the skiff, to seek for water in the adjacent islands, was represented to him. In this opinion he himself coincided, but he declared that he could not take such a resolution without communicating it to those on the larger island, who would otherwise be plunged in the lowest depths of despair, if they saw the shallop and skiff bearing away from them.

It was not without much difficulty that he inspired his companions with this generous idea, as they were apprehensive that he would be detained in the great island. When he,

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however declared that he would rather perish in the sight of his ship, than leave the greatest part of his crew and his friends in a suspense worse than death, he obtained permission to execute his resolution. The skiff reached the large island without accident; but the men who accompanied Pelsart, told him they would not allow him to land; but should he have any thing to communicate to the other party, he must call out loudly enough to be heard by them. He endeavoured, but in vain, to throw himself overboard, in order to swim ashore; but they persisted in detaining him with such obstinacy, that finding himself obliged to submit to the conditions imposed upon him, he took out his pocket-book, and threw it upon the island, after writing in it that he was going in the skiff in quest of water, into whatever land the mercy of heaven might conduct him.

He first sought along the rocks, and on the coast of several other small islands; but if there chanced to be any in the low situations, or in the caverns of the rocks, the spray of the sea, which broke continually against them, rendered it unfit for use. He was obliged to return to the small island, in order to make a kind of deck for the shallop, as it was impossible to undertake a longer navigation with an open vessel. Pelsart, having persuaded the whole party to agree to his resolutions, departed with those whom he had intended to accompany him. He took an observation of

## SHIPWRECK OF

the altitude, and found it to be 28 deg. 13 min. He soon came in sight of a coast which he took for *Terra Firma*, situated north, a quarter west, from the spot where he was wrecked, distant six miles, according to his computation. They found, upon sounding, twenty-five and thirty fathoms water. At the approach of night, he stood off the shore; but making towards it again, at day-break, by nine o'clock he was only three miles from it. It appeared low, without trees, and full of lofty rocks. He discovered a small bay, with a bottom of sand, but the weather being very rough preventing his entering it.

On the following day, the 10th of June, he continued standing off and on; but the sea being still very tempestuous, he found himself necessitated to throw overboard part of his provisions that were in the way of bailing out the water, with which the shallop was filled. The wind having abated, he next day, steered northward, without venturing among the breakers, which deterred him from approaching the shore. On the 12th he kept close along the coast, with a south-east wind, proceeding with the utmost caution, because it was very steep, and there was no appearance of an opening. At that distance the country appeared fertile, and covered with verdure. The altitude on that day was 27 deg. and on the 13th, 25 deg. 40 min. whence he concluded that the current had driven him to the north. Discovering an opening, he in vain, attempt-



## THE BATAVIA.

ed to land, the coast being composed of rocks, without any earth or sand to form a beach.

The 14th, the tide, which set strongly towards the north, was still less favourable to his seeing a landing-place. Pelsart, however, having perceived a great smoke at a distance, immediately ordered the oars to work towards the place from which it was seen to rise. He flattered himself that he should find water in a district, that must evidently be inhabited; but the coast was inaccessible, and the sea so rough, that he lost all hope of being able to approach it. Mortified at such a cruel obstacle, six of his men, trusting to their dexterity, leaped overboard, and at length reached the shore, while the shallop lay at anchor in twenty-five fathoms water. They spent the whole day in seeking water, and in their progress perceived four men, who advanced towards them, creeping on all fours like quadrupeds. They did not discover them to be human creatures till they had frightened them to rise and betake themselves to flight. They were then observed by those on board the shallop. These savages were black and quite naked. The six Dutchmen being unable to discover any trace of water, swam back to Pelsart, wounded and bruized by the rocks, which they had been dashed against by the waves. They weighed anchor, and in spite of their apprehensions of the breakers, resolved to continue and follow the coast.

## SHIPWRECK OF

On the 15th they discovered a cape, and near the extremity of it a reef or chain of rocks, projecting a mile into the sea. Pelsart did not hesitate to venture among these rocks because the sea appeared very calm, but he found it to be a passage without any outlet. Nevertheless, entering another opening with equal boldness, he came by degrees, into two fathoms water, with a bottom of stones; but this coast being formed by a sandy beach, a mile in breadth, he landed there, and ordered wells to be dug. The water was not less salt than that of the sea. They, however, found some rain-water in the holes of the rocks, which proved a very great relief to men perishing of thirst. During the night they collected about one hundred and fifty quarts. They judged that the savages had lately been on the spot, by the ashes and shells which they found there.

The hope of collecting a greater quantity of water in the rocks caused them to brave all the dangers of the coast. They again went ashore the 16th, with so little concern for their lives, that they scarcely gave themselves the trouble to take soundings. But as it had not rained for a long time, they were disappointed; and even the deepest cavities in the rocks were dry. The land which they surveyed from thence afforded no promise of water; it was a naked plain, without trees or herbage, where nothing was to be seen but ant-hills, or rather a kind of hives, constructed by those insects for their habitations and most of which were

## THE BATAVIA.

of such magnitude, that, at a distance they might be taken for the huts of savages. The flies were so numerous that Pelsart and his companions could scarcely keep them off. At the distance of a gun-shot they saw eight of the natives, each with a stick in his hand, but they fled at the approach of the Dutch.

At length, despairing of finding water, they quitted the reef, resolving to abandon that coast. They had flattered themselves that they should meet with Rempesen's river, but the wind being at north-east, and blowing with great violence, and being apprehensive of greater dangers, they thought the best use they could make of the small stock of water which they had collected, would be to repair as speedily as possible to Batavia, where they hoped, by the recital of their misfortunes, to obtain more effectual relief for those whom they had left behind in the islands.

The 17th, being one hundred miles from the place of their shipwreck, they set sail to the north-east. Pelsart kept an accurate journal of the voyage, which occupied fifteen days, from Houtman's rocks to Batavia; by which it appears that it would have been performed in less time, if they had not been frequently retarded by contrary winds and calms. This obstacle, however, was not the greatest misfortune that he and his crew had to struggle with; they had very little water, and that little became daily more and more putrid. The apprehension of suffering from thirst

## SHIPWRECK OF

caused them to lose much time in seeking for water. At length, when their stock was almost exhausted, they found a limpid spring, at which they replenished their vessels.

Having come in sight of the coast of Java, they descried a sail astern, and perceived, to their extreme satisfaction, that she kept the same course. They immediately cast anchor, resolving to wait for her. The next morning at the first of the dawn of day, Pelsart ordered his men to row towards the vessel, she proved to be a Dutch East Indiaman, and was in company with two others. Pelsart went on board the principal, and was recognized by a counsellor of Batavia, named Ramburgh. He was deeply affected by the narrative of their misfortunes, and still more by the motive which had induced Pelsart to undertake such a perilous voyage; promised to support his solicitations to the council of Batavia, and kept him with him till they reached the place of their destination. Upon their arrival, Pelsart and his crew lost no time in soliciting relief, for those whom they had left, before they thought of reposing from their own fatigues.

In Pelsart's absence, the command devolved upon Jerome Cornelis, who, plotted with the pilot and some of the seamen to make themselves master of the ship, for the purpose of piracy, and thought this a favourable opportunity, conceiving, that, if he could make himself master of the remainder of the crew, it

would be easy for him to surprise the commander when he should arrive with relief from Batavia, and then seize his vessel.

Cornelius sent over to the other island, under pretext of seeking water, a young officer named Weybehays, a man of talent and resolution, from whom he expected the most difficulty, while he was less afraid of the penetration of the others. The atrocious monster employed such cruel precaution in the execution of his sanguinary measures, that thirty or forty of his companions were dispatched before they had conceived the least mistrust of his intentions. Those who escaped being massacred, saved themselves on some plank, and joined Weybehays, to whom they related what had happened.

Upon hearing the account of the fugitives, Weybehays, not doubting but the assassins intended the same fate for him, placed himself in a posture of defence. They were not aware that they should find him upon his guard; therefore, in his fury, first landing in the third island, they murdered all the unfortunate wretches who had repaired thither, excepting some women and seven children, they postponed till the following day the last act of this bloody tragedy, which related to Weybehays, doubtless, hoping that, as he was badly armed, he would in the mean time solve to prevent their attack by a voluntary submission.

## SHIPWRECK OF THE BATAVIA.

Cornelis dispatched twenty-two men in two boats, to attack Weybehays and his companions; but this detachment being repulsed, he resolved to go himself, with thirty-seven men being the whole number that those small vessels could carry. Weybehays was ready to receive them upon landing, with scarcely any other arms than spiked sticks, and obliged them to retire.

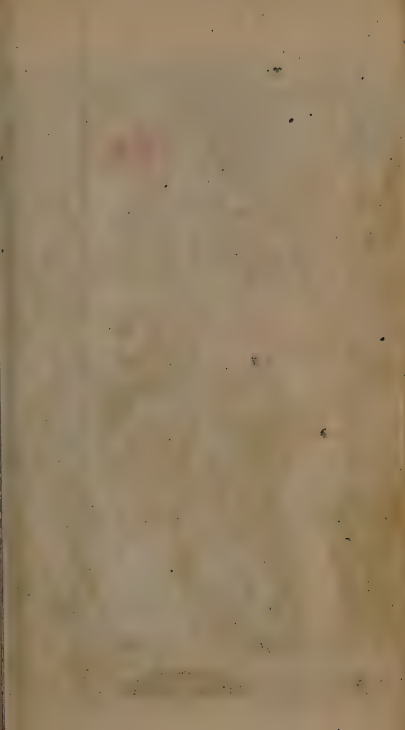
The rebels, enraged at their ill success, daily made fresh attacks, which were rendered futile by the courage and conduct of their brave antagonist.

The captain after an absence of two months returned and cast anchor, and set off in the skiff, with a supply of bread and wine for the island. On the way he was met by a boat containing four men. Among these was the generous Weybehays, who came to acquaint him with the scenes of horror which had passed during his absence.

The following day, the captain and the pilot took the boats, and landed in the island where Cornelis's company where. They were disheartened at the sight of their captain, and surrendered their arms and suffered themselves to be put in irons.

The culprits were tried, sentenced to be hanged, and executed on the 29th. The following day Pelsart weighed anchor, and arrived at Batavia, in a very short time.

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fruit trees and plants as may be thought necessary, from thence to proceed through Endeavour Straits to Prince's Island in the Straits of Sunda, or if it should be more convenient to pass on the eastern side of Java, to some port on the north side of that island, where any bread-fruit trees which may have been injured, or have died, may be replaced by mangosteens, durieus, and other fruit-trees of that quarter, as well as the rice plant which grows upon Prince's Island, or the Island of Java, to return by the Cape of Good Hope to the West Indies, and deposit one half of the trees and plants at his Majesty's botanical garden at St. Vincent, for the benefit of the Windward Islands: then to go on to Jamaica, and having delivered the remainder to Mr. East, or such person or persons as may be authorized by the governor and council to receive them, to refresh the people, and return to England.

As the season might be too far advanced for effecting a passage round Cape Horn, the Admiralty gave Mr. Bligh discretionary orders in this case to go round the Cape of Good Hope.

On the 23d of September, the *Bounty* sailed from Spithead. On the 6th of January, 1788, she anchored in Santa Cruz road, on the island of Teneriffe. On the 10th, having taken on board wine and other refreshments, Mr. Bligh proceeded on his voyage. On the 20th of March the coast of Terra del Fuego was discovered; from this time they begun to experience very tempestuous weather, the winds in general



blowing with great violence from the westward, attended with frequent snow and hailstorms. Mr. Bligh struggled with great perseverance against these troubles for thirty days and then came to the resolution of bearing away for the Cape of Good Hope, where he arrived on the 23rd of May. While at the Cape, Mr. Bligh procured such plants and seeds as he thought would be valuable at Otaheite, or any other place at which he might stop. On the 1st of July he sailed from the Cape, and shaped his course for New Holland; the southern promontory of which he made on the 19th of August. The next day he anchored in Adventure Bay; here his ship was refitted; the only fresh water to be procured was what had lodged in deep pits and gullies in the rainy season: it was found perfectly sweet and good.

This part of the coast of New Holland abounds in large forest trees, some running to the height of 150 feet, one in particular which was seen by the Bounty's people measured 32 feet in the girth. The wood of these trees is in general firm, but of too heavy and solid a nature for masts, though it might answer extremely well for ship building. On the trunk of a decayed tree were observed to have been cut with a knife, the letters, "A. D. 1773, which is supposed to have done by some of Captain Furneaux's people, who were at this place in the March of that year.

## LOSS OF

The natives who were seen, were perfectly naked, extremely wild, but inoffensive. Mr. Bligh held out every friendly encouragement to have an intercourse with them, but without effect.

Previous to their leaving Adventure Bay, Mr. Nelson, the Botanist, planted some apple, and other fruit trees, and sowed various kinds of seed. On the 4th of September they sailed from hence, and steering to the S. E. arrived on the 26th of October in Matavia Bay, in the island of Otaheite.

Mr. Bligh immediately set about executing the object of his voyage, for which purpose the botanists were sent on shore, in search of, and to collect, the bread-fruit plants, in which they found no difficulty, receiving every assistance from the natives, with whom the greatest friendship and intimacy subsisted during their continuance at this island.

On the 21st of March, 1789, having collected as many of the trees and plants as could be conveniently stowed, they were taken on board to the number of 1015, contained in 775 pots, thirty-nine tubs, and twenty-six boxes; besides several other plants of various descriptions. The Bounty being now ready for sea, Mr. Bligh made the farewell presents to his friends, many of whom expressed a great desire to accompany him to England and shewed evident signs of regret at their departure.

## THE BOUNTY

On the 4th of April, they took a last and affectionate leave of their hospitable Otaheitan friends and put to sea, pursuing nearly the same tract to the Friendly Islands with former navigators; on the morning of the 13th, an island and several small keys near it was discovered; the island had a most beautiful appearance, it was covered with cocoa-nut and other trees, interspersed with beautiful lawns. The next day a canoe came on board with some of the natives, who were extremely familiar, and spoke a similar language to those of Otaheite. They said the island was called Wytootackee. Its circumference is about ten miles, latitude 18 deg. 50, south longitude 200 deg. 19 east.

Leaving this island, they proceeded for the Friendly Islands, and on the 23d, anchored at Annamooka; at this place Mr. Bligh saw an old man whom he remembered when he was here with Captain Cook, in the year 1777, from whom he learned that several of the cattle which had been then left were still alive and had bred. Mr. Bligh had also the satisfaction to see that most of the seeds which had been sown at that time had succeeded, especially the pines, of which fruit the natives were very fond.

On the 27th, having completed taking on board wood and water, and procured some bread-fruit plants to replace those which were dead or sickly, they sailed from Annamooka.

## LOSS OF

A scene as unexpected as deplorable was now about to present itself, which rendered the object of the voyage, after all Mr. Bligh's exertions ineffectual. A conspiracy had been formed with so much secrecy and circumspection, as not to give the least suspicion of the distress into which himself, with many others, were soon likely to be involved. On the morning of the 28th of April, just before sun-rise, Mr. Christian, one of the mates, (who had for some time been entrusted with the charge of the third watch,) accompanied by the master-at-arms, gunner's mate, and Thomas Burkett, a seaman, entered Mr. Bligh's cabin while he was asleep, and seizing him, bound his hands behind his back, at the same time threatening instant death if he resisted or made the least noise. Not intimidated by their threats. Mr. Bligh resolutely called out for assistance, but the mutineers had taken care previously to secure all those who were not concerned in their diabolical scheme. They then pulled him from his bed, and forced him upon deck, with nothing on but his shirt, where a guard was placed over him. The boatswain was ordered to hoist the launch out, which being done, Mr. Hayward and Mr. Hallet, midshipmen, Mr. Samuel, the clerk, with some others, were directed to go into her. Mr. Bligh frequently remonstrated with his people on the impropriety and violence of their proceedings, and endeavoured to persuade them to return to their duty; but all

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his efforts proved ineffectual : the only reply he could obtain was, " Hold your tongue, Sir, or you are dead this instant."

The officers who were confined below, were next called upon deck and forced into the boat. The mutineers were some time undecided whether they should detain the carpenter or his mate ; at length, after much altercation, it was determined that the carpenter should go into the boat ; and it was not without much opposition that they permitted him to take his tool chest with him. Upon which some of them swore, that " he (meaning Mr. Bligh) would find his way home if he gets any thing with him, and that he would have a vessel built [in less than a month." While others turned their miserable situation into ridicule, little expecting from the boat being so deep and crowded, that she could long keep the sea. All those now being in the boat who were intended to accompany their unfortunate commander, Christian addressed, him, saying—" Come, captain Bligh, your officers and men are now in the boat, and you must go with them ; if you attempt to make the least resistance you will instantly be put to death. He<sup>d</sup> was then forced over the side, and his hands unbound. When they were putting him out of the ship, Mr. Bligh looked stedfastly at Christian, and asked him, if this treatment was a proper return for the many instances he had received of his friendship ? At this question he seemed confused, and answered,

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with much emotion—"That, captain Bligh—" "that is the thing;—I am in hell—I am in hell."

The boat was veered astern, and soon after cast adrift, amidst the ridicule and scoffs of these deluded unthinking men, whose general shout was, "huzza for Otaheite." The armourer and carpenter's mates called on Mr. Bligh, and begged him to remember that they had no hand in the transaction, and some others seemed to express by their manners a contrition for having joined in the mutiny.

As no complaints had been made, or dissatisfaction shewn, Mr. Bligh was at a loss how to account for this sudden and unexpected change in the disposition of his people; unless it arose from the temptations held out to them by the chiefs of Otaheite, who were much attached to the English, and allured them by promises of large possessions if they would remain behind; this in addition to the connection which had been formed with the women, whom Mr. Bligh describes as handsome, mild, and cheerful in their manners and conversation; possessed of great sensibility, and having sufficient delicacy to make them admired and beloved. It cannot, therefore, be a matter of much surprise, that young men, hurried away by their sensual passions, and having perhaps no particular ties in their native country, should prefer Otaheite to England.

Mr. Bligh with fifteen others were now turned adrift in the boat; the remainder,

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amounting in all to twenty-three, remained on board the *Bounty*.

Before the boat was cast off, Mr. Bligh begged that some arms might be handed into her; but these unfeeling wretches laughed at him, and said, "he was well acquainted with the people among whom he was going, and therefore did not want them." They, however, threw four cutlasses into the boat.

Their whole stock of provision consisted of 150 pounds of bread, sixteen pieces of pork, six quarts of rum, with twenty-eight gallons of water; there were also four empty barrecoes in the boat. The boatswain had been allowed to collect a small quantity of twine, some canvas, lines, and cordage. Mr. Samuel the clerk, had been also permitted to take a quadrant and compass; but he was forbidden on pain of death to touch either chart, ephemeris, book of astronomical observations, sextant, time-keeper, or any of the surveys or drawings which Mr. Bligh had been collecting for fifteen years. Mr. Samuel had the good fortune to secure Mr. Bligh's journal and commission, with some other material ship papers.

At the time the boat left the ship, they were about ten leagues from Tosoa. Mr. Bligh's first determination was to steer to this place, to seek a supply of bread-fruit and water, from thence to proceed to Tongataboo, and there to solicit the king to suffer him to equip the boat, and grant them such a supply

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of water and provisions, as might enable them to reach the East Indies. Arriving at Tosoa, they found the natives unfriendly and hostile; and availing themselves of the defenceless state of the English, attacked them furiously with stones, so that the supply they got here was very scanty. It was indeed with some difficulty they escaped being entirely cut off by the natives; which most probably would have been the case, had not one of the crew (John Norton) resolutely jumped on shore and cast off the sternfast of the boat; this brave fellow fell a sacrifice to preserve the lives of his companions; he was surrounded and inhumanly murdered by these savages.

The reception they met at Tosoa, gave them little encouragement to touch at Tongataboo; as it was evident that the former good behaviour of these people proceeded more from a dread of fire-arms, than a natural disposition to be friendly.

It now seemed the general wish of all in the boat, that Mr. Bligh should conduct them towards home. He pointed out to them that no hopes of relief remained, excepting what might be found at New Holland, or the Island of Timor, which was at the distance of full 1200 leagues; and that it would require the greatest economy to be observed, with regard to the scanty allowance which they had to live upon for so long a voyage. It was therefore agreed by the whole crew, that only an ounce of bread,



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and a quarter of a pint of water should be issued to each person per day. After Mr. Bligh had recommended to them in the most solemn manner, not to depart from the promise they had made; he, on the 2nd of May, bore away, and shaped his course for New Holland, across a sea little explored, in a boat only twenty-three feet in length, six feet nine inches in breadth, and two feet nine inches deep, with eighteen persons on board, and heavily laden. The next day they encountered a violent storm, the boat shipped such a quantity of water, that it was by great exertions, and with the utmost difficulty she could be kept afloat. The day following it moderated. On the 5th, they saw and passed a cluster of islands, continuing their course to the N. W. Hitherto they had not been able to keep any other account than by guess; but had now succeeded in getting a log-line marked, and by little practice, some could count the seconds with a tolerable degree of exactness. The miserable and confined state in which they were, induced Mr. Bligh to put his crew on watch, so that one half might be on the lookout, while the others lay down in the boat's bottom, or upon a chest; even this gave but a trifling alleviation to their sufferings; exposed to constant wet and cold, and not having room to stretch their limbs, they became often so dreadfully cramped, as to be incapable of moving them.

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On the 7th, another group of islands were seen, from whence they observed two large canoes in pursuit of them, one of which at four o'clock in the afternoon had arrived within two miles of the boat, when she gave over the chase, and returned to the shore. Mr. Bligh imagined from their direction and vicinity to the Friendly Islands, these must have been the Feejee Islands.

On the 8th, the weather was moderate and fair, which gave them an opportunity to dry their clothes, and clean out the boat. Mr. Bligh also amused the people, by relating to them a description of New Guinea and New Holland, with every information in his power, that in case any accident happened to him, the survivors might be able to pursue their course to Timor; which place they before knew nothing of except by name.

On the 10th, the weather again began to be boisterous, with constant rain and frequent thunder and lightning; the sea was so rough as often to break over the boat; so that they were for ever bailing, and often in imminent danger of perishing; in addition to their misfortunes, the bread was damaged by the salt-water, their clothes never being dry, they derived no refreshment from the little rest they sometimes got; and many were so benumbed and cramped with the cold, that they were afflicted with violent shiverings, and pains in the bowels. As the weather still continued tempestuous, Mr. Bligh, as an expedient, re-

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commended it to every one to strip, and wring their clothes in the salt water, which had a good effect, and produced a warmth, that while wet with the rain they could not have.

On the 14th they saw a number of Islands; to these they gave the name of Bligh's Islands.

On the 24th, it was agreed that each person should receive one 25th part of a pound of bread for breakfast, and the same quantity for dinner; so that by omitting the allowance for supper, they would have 43 days' provisions.

The next day they saw several noddies and other sea-fowl, some of which they were so fortunate as to catch, and served them out as a part of the allowance. At one in the morning on the 29th, breakers were discovered about a quarter of a mile distant under the lee; they immediately hauled off and were soon out of danger. At day-light they again stood in and discovered the reef, over which the sea broke furiously. Steering along the edge of it, an opening was soon observed, through which the boat passed; a small island which lay within the reef of a moderate height, Mr. Bligh named Island of Direction, as it serves to shew the entrance of the channel; its latitude is 11 deg. 51 min. south. As they advanced within the reef, the coast of New Holland began to show itself distinctly. They landed on a fine sandy bay on an island near the main: here they found plenty of oysters, water, and berries, which to men in their deplorable condition, were looked upon as luxuries.

After a more comfortable repose than they had experienced for many nights, they were preparing the next day to depart, when about twenty natives made their appearance on the opposite shore, running and halloing, at the same time making signs to land. Each was armed with a spear or lance; several others were seen peeping over the tops of the adjacent hills. Mr. Bligh finding that he was discovered, judged it most prudent to make the best of his way to sea.

As the boat sailed along the shore, many other parties of the natives came down waving green boughs as a token of friendship; but Mr. Bligh, suspicious of their intentions, would not venture to land.

On the 31st they landed on a small island, from thence, after making a hearty meal on oysters, they again put to sea, steering along the shore, often touching at the different islands and keys to refresh themselves, and get such supplies as they afforded. On the evening of the 3rd of June, they had passed through Endeavour Straits, and were once more launched into the open ocean, shaping their course for the island of Timor which they were encouraged to expect they might reach in eight or ten days.

At three o'clock in the morning of the 12th of June, to their inexpressible joy, the island of Timor was discovered; and on the 13th they arrived at the Dutch settlement of Coupang. Nothing could exceed the friendly and hospita-

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ble reception they met with from the governor, Mr. Van Este, who was then almost at the point of death; he regretted that his infirmity should prevent him from associating as a friend himself, but assured Mr. Bligh that he should give such orders as should procure him and his fellow-sufferers every assistance in his power; he accordingly committed them to the care of Mr. Wanjen, his son-in-law, who, with the other principal persons of Coupang, rendered their situation comfortable during the time they staid among them.

Mr. Bligh presented to the governor a formal account of the loss of the *Bounty*; and a requisition in his Majesty's name, that instructions might be sent to the Dutch settlements, to stop the ship if she should touch at any of them; with a list and description of the mutineers.

A short time after their arrival at Coupang, by the humane and kind attention of the Dutch inhabitants, they had so much recovered their health, and strength, that Mr. Bligh purchased a schooner for 1000 rix dollars, to convey them to Batavia, before the October fleet should sail for Europe. Mr. Bligh was able to procure four brass swivels, fourteen stand of arms, and some ammunition, which was necessary to protect them against the pirates who infest the coast of Java.

On the 20th of July, Mr. David Nelson, the botanist, died of an inflammatory fever; he was a man much respected, and of great scien-

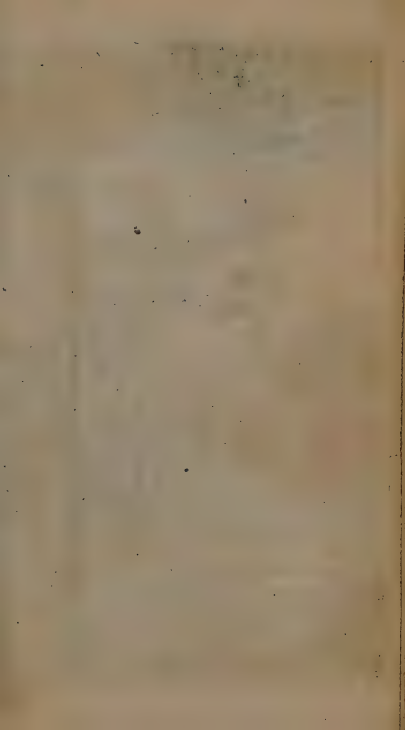
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tific knowledge. This was his second voyage to the South Seas in the capacity of botanist.

The schooner being ready for sea, on the 30th of August, Mr. Bligh and his crew took an affectionate leave of their benefactor, and sailed for Coupang, with the launch which had preserved their lives in tow.

On the first of October, they arrived in Batavia road. The next day Mr. Bligh was taken so extremely ill, that he was obliged to be removed into the country. Shortly after, the Dutch surgeon-general represented to him that his complaint was of such a nature, that unless he quitted the air of Batavia, it might prove fatal. In consequence of this, Mr. Bligh applied to the governor-general for permission to return to Europe by the fleet, which was on the point of sailing; which being granted, he took his passage on board a Dutch packet, and sailed from Batavia on the 16th of October, 1789; the governor promised him that the remainder of his crew should be sent home by the earliest opportunity. On the 14th of March, 1790, he arrived in England. Out of the nineteen who were in the boat when she left the ship, only twelve lived to return to their native country.

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WASHINGTON.



# CAPTURE OF THE GENERAL WASHINGTON,

By two Barbary Galleys.

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THE General Washington, an American vessel destined for Smuney, in the Archipelago, under the command of Captain Alexander Doyle, sailed for New Orleans, situated at the mouth of the great river Mississippi. When on the Mediterranean Passage, (between Cape Bona and Malta) it became suddenly calm, and they made but little progress, except by the current which is always running towards. In this state, they drifted with their sails flapping. Suddenly, at night time, the men on the look-out sung out, "a sail," and the approach of daylight, two large galleys, full of men, were seen rowing toward them. Having no time to lose, they prepared for quarters. Every man was resolved to fight to the last, but the ship not having steerage way, could not bring their guns to bear upon them, except the bow-chasers, which were two pounders : the other six guns being at that moment useless. They, however, saluted them smartly on their near approach with grape and canister shot, which made great ha-

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vock amongst them. The leading galley ran them right on board, and carried away their sprit-sail-yard. A part of her crew boarded the American ship immediately, but were quickly repelled backward. Many of these desperate wretches who escaped the sword, now found a watery grave.

As the galley now became entangled with the Washington's bows, and swinging broadside too, the former had an opportunity of pouring in a greater number of men; and the second galley having approached by this time, ran the Washington on board on the quarter, by which means her force were divided. The crew notwithstanding made a noble resistance, and great slaughter among them. The infidels at last desperately rushed on board, headed by their chief, who stepped on the cat-head, and at the same instant snapped his pistol at our narrator, which happily missed fire. He then made a blow at him with his sabre, which our author dexterously parried off, and plunging forward with a short boarding-pike, thrust the weapon through his body. He fell back into his own galley a lifeless corpse.

The rest of the crew defending the quarter from the loss of several of their brave companions, (who were either killed or desperately wounded) began now to give way, and the pirates, enraged at the fall of their chief, attacked with such fury, and such numbers, that the few remaining brave fellows were left of the unfortunate Americans

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obliged to retreat to the hatchway, and seek shelter from their vile assassins. Resistance was now of no avail and they solicited quarter, which was granted.

The weather still continuing calm, the two galleys shot a-head and took the prize in tow. As she was heavy laden, they were obliged to treble man, and the current running contrary to their destined port, the rowers, from the excessive fatigue of the oar, were quite exhausted, and soon began to drop. The chains of the captives were now ordered to be knocked off, and they were placed as substitutes for the rowers. For several hours these poor wretches dragged with all their strength, being compelled thereto by the lash. They were stripped of their shirts, their backs severely galled, weak for want of nourishment, and exhausted with toil and severity. The sighs and groans which nature uttered, had no effect on these barbarians. Providentially a breeze sprung up, which continuing to increase, it was no longer necessary nor safe to row; so they cast off, and as it was still favourable they were ordered to lie on their oars; which timely relief was to our poor sufferers exceedingly acceptable.

The elements now began to gather, and as the evening came on a violent gale arose, which, with the roughness of the sea, permitted them no longer to use their oars. There was every appearance of a heavy storm, which accordingly took place. The night became ex-

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ceedingly dark ; they soon lost sight of the other galley and prize, and as the sea increased, the leaks of the galley, which had not been sufficiently fortified, gained upon them in a most alarming degree. All efforts to preserve the galley were ineffectual ; she was rapidly going down !

They now began to clear their boat and to hoist her out, which was accordingly done. As many as the boat could hold, got in, which was about one half of the crew ; the remainder were obliged to take their chance with our narrator in the sinking galley.

They saw no more of the boat ; and in a few minutes the sea made a breach over the leaky vessel where our narrator was, whose thoughts were at this moment so much employed for his own preservation, that he paid little or no attention to the transactions of his fellow-sufferers. Of this most interesting part of our narrator's account, we shall give in his own words :—

“ I fortunately could swim remarkably well, having had a great practice in the early part of my life ; but after long struggling, I considered all my efforts as ineffectual. The sea ran tremendously high at this moment. Something was driven against me, which turned out to be one of the oars which, a few hours before, was the occasion of so much fatigue to me. I happily grasped and clung to it. It gave me wonderful support ; by the assistance of this and my own skill in swimming, I was enabled

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to encounter the waves for some time ; but I was driven at their mercy, and nearly rendered insensible, when a severe shock (which I suddenly received) roused me from this kind of lethargy which had come over me. I scrambled and caught hold of some weeds, which I held with a death-like grasp. " A drowning man will catch at a straw," is an old but true proverb. At length repeated surges drove me and the weeds (which I still continued to hold fast) over some small rocks, which bruised me exceedingly in several parts. Those rocks, however, served as a barrier against the fury of the sea,—they broke the force of the waves, and enabled me to crawl to the craggy shore, which, after many painful efforts, I effected.

" I now remained above the reach of the sea, worn out with pain from my bruises, fatigue, hunger, thirst, and cold. At last my senses were benumbed like my body, and I fell into a death-like sleep.

" I did not rouse me from this torpid state until the following mid-day, and probably never should, had it not been for the happy influence of the sun, which darted his genial rays on me, and gradually rekindled vital life and animation.

" When I awoke, I stared with inexpressible surprise and horror at the surrounding prospect—the clouds indeed were dissipated, but still the gradually-subsisting surges lashed the shore, and exhibited many of my poor mangled shipmates stretched and breathless on the beach ! This to a mind susceptible of

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feeling was a piercing sight. I shed abundance of tears, which relieved my sinking spirits, and summoning all the strength and fortitude I could, at intervals I conveyed each of them above the reach of the sea, and covered them over with sea-weeds.

“ Having paid this last respect to my deceased companions, I began to feel the want of nourishment. I had now fasted nearly two days and a half. I did not wander far before I found some shell-fish, which had been thrown up in great quantities by the violence of the late gale. They had a most delicious flavour, and I fared sumptuously on them. I was equally well supplied with water; for the rains which had accompanied the storm, had filled all the cavities of the rocks, and afforded me ample draughts.

“ I remained here three days, and solaced myself in this forlorn situation with having escaped the barbarians; but all of a sudden I lost even this consolation, by the sight of a sail heaving round the rock, which I soon descried to be the other galley that had come in quest of her consort. On approaching the rock, the pirates observed pieces of the wreck; they accordingly hoisted out their boat, and getting under the lee of the rock, they landed in smooth water.

“ As soon as I perceived the galley, I sought for a hiding place, but in vain; the rock offered none. Its circumference was about 600 yards, and it was almost wholly covered with

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coarse sand and shells, except the summit, where I found the rain-water. A project immediately entered my head, for necessity is indeed the mother of invention. I crawled on my hands (unperceived) near the water's edge, and stretched myself at full length on my face, affecting to have been drowned. The pirates soon began to explore the beach, and observing several heaps of weeds turned up, particularly examined them, and were not a little surprised at discovering the graves of my companions. As the interments were evidently the work of human hands, they renewed their search, and at last perceived me stretched as a feigned corpse near the water. Having turned me face upwards, they found that I was warm, and that I also breathed. They now gave me several shakes, and bestowed some hard kicks on me, which obliged me to lay aside the counterfeit of death. I was immediately conveyed on board, and interrogated about the wreck. This information was communicated to them by means of a Portuguese renagado, who had long been in the service of the pirates, and who understood and could speak English tolerably well.

“As soon as the pirates, by means of this interpreter, were apprised of all the particulars relative to their lost vessel, they steered for Tripoli where they arrived in the course of four days.

“It is impossible, but I presume unnecessary for me to describe the satisfaction I felt

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in seeing and conversing with my fellow shipmates ; or to paint the mutual distress which pervaded when I imparted to them the melancholy fate of the rest of our crew.

“ Being now anchored in the harbour, we remained on board the galley, four days longer ; during which time my mind was become considerably composed ; the surrounding objects which frequently drew my attention gave ample employ to my mind, that must otherwise have been distressed with the bitterest sorrow.

“ At the expiration of the fourth day, accounts reached Tripoli of the loss of the prize, and all hands on board except three : the pirates not being sufficiently skilled in tactics, and the English manner of rigging, could not manage the ship, she therefore ran at the mercy of the storm, and was soon dashed to pieces on a rocky lee-shore.

“ The moment now arrived when my unfortunate shipmates and myself were conveyed on shore, and sold without distinction. It was my lot to be purchased by a Jew merchant, who immediately hired me out by the day, with many others, to drag stones for the repairs of the town walls, which had received considerable damage by the late storms, particularly the part which lay next the sea, which was almost entirely inundated and swept away. This new employment lasted for a considerable time, and was to me exceedingly galling ; the immense weight of the pieces of



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rock which I had to drag, encumbered by my chains, and the excessive heat of the sun, were more than I could bear. Whenever I was tempted to alleviate my relaxed frame by resting, I was instantly compelled by the galling lash to resume the heart breaking toil.

“ Having at length finished the repairs of the wall, my Jew master not finding immediate employ for me, sold me again to a native merchant who was immensely rich. I was now obliged to carry water, remove the dust of the place, convey merchandize to warehouses, and perform all manner of drudgery, yet seldom received for all my labour a kind look or a civil word. My consequential master would frequently ride into the country on horse horseback, accompanied by his beautiful daughter, seated on a mule in a four square box, or frame-work drawn round with curtains, and the whole covered with a kind of canopy.

“ Such was my steady behaviour and attention to business, that I soon gained the confidence of my master. He frequently had occasion for my attendance upon him abroad ; it happened on one of these times that the merchants were summoned to a sale of slaves, which turned out to be the crew of a Portuguese Polacre, just brought into the harbour. I was informed that the crew of the Polacre made a desperate resistance, which occasioned the death of their captain, and one half of the crew ; the remaining part seemed to be young

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and healthy men, therefore brought a good price in the market. My master and two other merchants bought six of the youngest, whom I was ordered to convey to the prison, followed by the merchants and my master, where it was found necessary to deposit them until they had further decided on their purchase.

“Early on the following morning, I was ordered to the prison to convey the six men to my master’s house. I waited on the head gaoler, who accompanied me into the prison. On our approach, we found the outer gate open, and on our proceeding onwards to the next door, the first object that struck me was the under gaoler lying stretched dead and weltering in his gore! Being alarmed at this sight, we hastily withdrew to the outer gate and called for assistance; which having obtained we again entered the prison, but found that the six men had made their escape. By this time the news had reached my master, who immediately went on foot to make a strict search. As none of the vessels or boats were missing from the harbour, it was evident that the runaways were still on shore; and this proved to be the case. On a close search along the coast, they were at length found on the evening of the third day hidden among the rocks close to the sea, waiting an opportunity to seize on the first boat they could find.

“The prisoners having been now brought back, they were immediately ordered before

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the Cadi, and after a very short examination, the ringleader of them was ordered for execution the next day. As it is a general rule for all the slaves to be sent to such exhibitions in order to warn them, my master was not backwards in sending his, particularly as he was so deeply interested.

"At the appointed time there was a vast concourse of people assembled, and I found myself much gratified at meeting with several of my countrymen and shipmates. We sincerely deplored the melancholy cause which occasioned this vast assemblage, and at the same time the consequences which might attend us in any struggle for our liberty, should the recovery of it be ever attempted.

"The workmen having now finished the platform where the unhappy culprit was to suffer, a frame of wood like a gallows was exhibited. The awful scene now approached. As soon as the malefactor ascended the platform, he was order to climb up the ladder with the executioner, who thrusting a large sharp hook through one of his hands, hung him thereby to the top of the gallows, fastened by a strong iron chain. The ladder was then placed on the other side, where also the wretched culprit was dragged up by a hook similar to that which held his hand, and which was drove through the sole of his foot and fastened also by a chain. In this inhuman and barbarous torture the poor man was suspended,

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who consequently lingered away in the most insufferable torments.

“The barbarity of these infidels had wound up my feelings almost to a degree of frenzy. I had now made up my mind as to the consequence, and was resolved to seek every opportunity to leave this abominable country. I considered this to be a fit time to reveal my thoughts to my companions, who, with one accord, cheerfully assented to the bold essay. We devised many plans, but one in particular seemed to be most approved. We had received orders to attend the following day at the place of execution, when another wretch was doomed to undergo the fatal sentence. To behold such another distressing scene, would indeed have been heart-breaking to us all; but the opportunity which it afforded to undertake our stratagem was not to be overlooked. We accordingly met at an earlier hour the next morning, when on farther consultation, one of the party proposed that we should attempt to escape as soon as possible. He acquainted us that adjacent to his master's country-house, which lay five miles from Tripoli, and one mile from the sea-coast, he was always employed in gardening, and digging, except when he was sent to Tripoli, with the produce of his labour; and that he was well acquainted with a small creek near his master's house, at the top of which were two or three small huts occupied by fishermen, who always moored their boats during night-time

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close to the huts, and for a safe-guard had a large dog chained on board her, as the men always slept on shore. He therefore proposed to poison the dog that evening, to prevent his giving an alarm. This seemed a very flattering proposal, and all unanimously agreed to it; but, on reflection, seven men rushing into an open boat without food, water, or other necessaries, having also a vast sea to contend with, and which, in all probability, they must encounter for many days, threw a momentary damp upon our spirits. At length a thought struck me, the present day being the last of August, and the approaching 5th of September being the great festival of the prophet Mahomet, for which the greatest preparations were then making—I proposed that every man should save from his allowance of food each day a certain portion, and deposit it in a secret place.

“As this feast of the prophet would be a general holiday, there was no doubt but that all classes of people would be deeply absorbed in their religious duties; and it was equally certain, that the fishermen before-mentioned would come to Tripoli that day.

“A certain place at some distance from the town, and a certain hour were now appointed for our meeting. The place which was fixed upon for this private interview, in order to put our stratagem into execution, was generally approved of on account of its remoteness and privacy. In the interim, each promised to

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save all the provisions and necessaries he could, in order to make a general stock. This consultation over, and matters being thus settled, the unfortunate Portuguese seaman, who was the subject of this second execution, began his lamentations and struggles.

It was supposed that these two men who suffered were those who had committed the murder; but as there was no fair trial, this was all a matter of conjecture.

“ My shipmates and I having shaken hands with great cordiality we parted, full of the pleasing hope of soon quitting this place of barbarity.

“ On the evening of Sept. 5th, at the time and place appointed we punctually met, and proceeded with all speed to the creek.

“ Having boldly entered the huts we found in them only two old women, and a child about ten years old, the rest having all gone to the sala as was expected. The women alarmed at our intrusion, and conscious it seems of our design, fell on their faces to the earth and prayed aloud for mercy. The child, who seemed the most courageous, was making dexterously towards the door, but having stopt this little one's egress, who would in all probability have given the alarm, and thereby defeated our project, I held her in my arms, while my companions began to soothe the old women, assuring them, that if they made no noise, they should meet with no harm. I also kept the child quiet with the same assur-

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ance. Prudence, however, obliged us to secure these females with cords, and while in the act of tying them together, we were promising to behave with the greatest civility and kindness. Thus having prevented any alarm, we began to supply ourselves with whatever necessities lay in our way; we found some black bread and several dried fish, and having seized these we hastened to the boat.

“ I now recollected the dog which was left to guard the boat, and began to think we might find him a disagreeable antagonist. As I thought he was acquainted with the child, I deemed it adviseable to bring her with me in my arms, and by this means obtain the creature's favour. The child, however, was unwilling to come with with me, but having removed her fears by repeated assurances of my care, which were confirmed by several kisses, she remained quiet. Thus prepared, I entered the boat first, and made the child speak to the dog, which immediately rendered the creature kind and quiet: he was fastened to a long chain, which I loosed, and seizing an opportunity threw him overboard. My companions now joined me, and I desired the child to return to her friends, and relieve them from their bondage. Having set her on shore for this purpose, we shoved the boat off. The dog swam to shore and joined the child, who remained for some time where we had left her, watching our motions.

## CAPTURE OF THE GEN. WASHINGTON.

“ Fortunately we found a cask of water in the boat, which held about nine gallons, and which proved of considerable service to us. We rowed a considerable distance before a breeze sprung up; at length meeting with a propitious gale, we set sail and shaped our course for Malta, where we arrived twelve days after, exceedingly fatigued and exhausted.

“ Here we providentially found a ship bound for England, on board of which we took our passage, the captain readily accepting of our services for the same. Nothing remarkable occurred during our voyage; suffice it then to say, that we reached our native country in safety; with the blessings of which we were now deeply impressed, in consequence of the severities we had so recently endured in another.

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*Dreadful sufferings of Capt. Turner's Death of one of the Crew.*

ACCOUNT OF THE CAPTIVITY,  
OF  
MR. J. L. TURNER,  
Amongst the Ladrones, in 1807.

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ON the 13th of August, 1806, I sailed from Bombay as first mate of the Tay country ship, bound for China, William Greig, master. After a tedious passage through the Mindora Sea, we arrived at St. John's, on the south coast of China, November the 29th; next day a fishing boat came off to ask if we wanted an outside pilot. Captain Greig offered the fishermen seventy dollars if they would attend with their boats, and conduct us to Macao Roads; they insisted upon receiving a hundred dollars, which Captain Greig would not give. Two of them came on board, and seeing we had only two guns, observed that did the Ladrones know our weak state, they would attack, and no doubt carry us. We informed them that though we had only two carriage guns we had plenty of small arms. Soon after they went away, and stood towards St. John's.

We kept turning to windward with light N. E. winds, anchoring occasionally. December 6, being at anchor about four miles west of the little Ladrone, a large junk stood down

from the northward, right towards us. Captain Greig looking at her through a spy-glass, observed, that she was a war junk ; but whether a Mandarin or Ladrone, he could not say ; though I am since well aware she must have been the latter. At the same time he gave orders for a gun to be loaded, and the small arms to be got on deck, which we fired, to see if they were in order ; on this the junk hauled her wind, and stood to the N. W. between the islands.

At six P. M. of the same day came to 'an anchor, about one mile and a half below Kow-how point. As we were at some distance from Macao, and the second mate was rather unwell, Captain Greig desired that I would, at daylight in the morning, get the cutter out, and make the best of my way to Macao, in order to get a pilot off as soon as possible, and a campadore with provisions, of which were very short.

On the 7th, at sunrise, I left the ship, in the cutter, with six Lascars, having with us two muskets. About half-past seven A. M. having pulled a little to windward of Kow-how Point, came to an anchor, to step the boat's masts. The tide at strong ebb. Observed several vessels of different sizes coming from the northward, which I then imagined to be fishermen ; though I found afterwards they were Ladrones. One junk in particular seemed to be coming from Macao, she

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being then some way inside of Cabaretta Point.

Having stepped the masts and weighed, pulled and sailed towards Macao, with a light breeze. Being about two thirds of the way between Kow-how and Cabaretta Points, the junk before-mentioned stood towards us, near to the wind as she could. Observed a boat put off from alongside her, which pulled towards us, and which I imagined to be a campadore boat. On her coming closer, observed she was full of people; and as I was loading a musket, they fired a gun at us from their bow. As we were pulling towards each other, we closed almost immediately, when they boarded us. They stabbed one of my men in the back; and one of them made a blow at me with his sword; I jumped overboard to avoid the blow. They shortly afterwards took me up, and the tide having by this time set the boat alongside the junk, they ordered us to go on board of her. She mounted eight carriage guns, six pounders.

I was immediately plundered of all that I had about me, and from the information of one of them that understood a little English, I gathered that we were prisoners to the Ladrões. They questioned us very closely as to the force of the ship. I informed them, that she mounted twenty guns, larger than theirs; and had one hundred and fifty men. I cautioned the Lascars, if questioned separately to say the same; for I was much afraid, lest they

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should attack the ship, which the single junk would infallibly have overpowered; the Tay having no other arms than two guns, and six muskets, two of which were in the boat with me; and as to ammunition for the guns, she had but eleven cartridges, with a quantity of musket cartridges.

They immediately bore up, and stood down the Typa; two other Ladrone junks having now joined them, in about three hours after, came to an anchor at Lunpakow, where were several others. On the 8th it blew a heavy gale, and was remarkably cold; I desired the man who spoke a little English, to inform the captain of the junk, that I suffered much from the cold; and would thank him to order the person who had taken my great coat, to return it; which he did, but it was stript of all its buttons.

On the 9th I was sent on board the junk in which the chief of the flag resided; but the Lascars were kept on board the junk which captured us. The chief's junk mounted ten guns, of which two were long eighteen pounders, the rest six and nine pounders. On the 10th, by the interpretation of a Malay, one of those taken with me in the boat, who understood a little Chinese, I learned that the Ladronees demanded 3000 dollars for our ransom. On this I wrote two letters for Canton; one to Messrs. Baring and Co. who were agents to the ship; the other to Captain Greig, informing them of my unfortunate situation, and of

the sum demanded for our enlargement: these, I have every reason to believe, the fishermen to whom they were intrusted destroyed.

On the 11th a Chinese came on board, who understood English; he informed me that the Ladrone demanded ten thousand dollars for our ransom, which if not given they would murder us. He offered, if I would write to Captain G. to pay him ten dollars, to carry letters to Whampoa. I accordingly wrote again to Mr. Baring requesting his assistance.

December 14, an Armenian was brought on board who spoke Moorish; he had been captured by them about seventeen months before, in a Portuguese brig, from Manilla to Macao, in which he was a passenger. He partly relieved me from my apprehension of being murdered; he remained on board till the 24th, when he was sent to look at some wounded men in another junk, as he had before assisted in one or two cures.

On the 15th we weighed and made sail, in company with about seventy sail of Ladrone vessels; and stood to the N. E. between the islands. On the 18th we anchored at a place called by the Ladrone Whong Chong Chow, where they attacked two places defended by forts; neither of which they carried. I did not see the attack, as the junk of the chief seldom or never fights, but when attacked.

January 11th, 1807, three Ladrone junks came off from Macao, sent by the man who had captured us, to bring me to him, saying

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that the mandarins would pay the ransom, they having now raised it to 30,000 dollars, which at first I could scarcely credit. On the 13th I arrived on board the other junk, where I was more certainly informed that 30,000 dollars were insisted on; they also alleged, that it was not the English who were to pay this sum, but the Mandarins, by order of the viceroy of Cantou: and they informed me that four men belonging to the Mandarins of Macao, had been there to say, that the Mandarins would pay our ransom; inquired how much they wanted, and where I was. They were told, that the above-mentioned sum was requisite; and that I was on board a junk to the eastward. These men desired that I might be sent for; and promised to pay the sum required. The truth of these circumstances were confirmed to me by the Armenian.

The Ladrone captain then ordered that I should write to the Mandarins, and tell them, that if the ransom did not come in three days, he would murder us all.

Not knowing how to address them, I wrote to Mr. Drummond, informing him of the above particulars, requesting, should what I had heard be true, he would be good enough to use his influence with the Mandarins to hasten our relief; should it be false, I had no hopes, unless the Hon. Company took pity on my unfortunate situation; at the same time, stating, that I was continually threatened with death. Mr. Drummond could not have received this



letter, having left China before it was written, and I know not whether it fell into the hands of any other gentleman.

Among the captures made daily, there was taken, on the 18th, a Mandarin boat, with four men in, one of whom was brought aboard the junk I was in. Their cruelty to him, as also to another which I shall mention hereafter, has made an indelible impression on my mind. He was nailed to the deck through his feet, with large nails; then beat with four rattans twisted together, till he vomited blood; and after remaining some time in this state, he was taken on shore and cut to pieces. The others I believe were treated in the same manner.

On the 19th I received a letter from Captain Greig, dated 28th December, informing me that 500 dollars were offered for our ransom; and that if the Ladrones refused to deliver us up, vengeance would be taken on them. Captain Greig's letter was accompanied by one addressed J. W. Roberts, Esq. desiring him to pay the the above sum, on our being brought to Macao. I informed the Ladrones of what was offered by my commander, who had sailed by this time; and that I had no money of my own, but they still continued to think that the Mandarins would release me. For my own part. I much doubted it, and wrote, by the bearer of the foregoing, to Mr. Roberts, desiring he would be good enough to answer my letter, and inform me of the truth of what I had heard concerning the Mandarins,

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requesting, should it not be true, that he would inform Mr. Drummond that the threat used against them, had produced no other effect than their threats to murder us, should such vengeance be attempted: as this was the case, I begged that no force might be used, but that I might be left to my wretched fate until I could either make my escape, or receive assistance from England. I also requested, that a few clothes might be sent me, as I suffered much from the cold. Shortly after there came another man from the Mandarins, offering, as I have been told, the sum of 5000 for our ransom; which they refused, insisting now on 25,000, besides other things.

The next day there was taken a Canton chop-boat in which were twenty-two passengers going to Macao, several of whom spoke English. With one of them, named Afoo, an intelligent man, I soon formed a friendship, which afforded me no small consolation during the rest of my captivity. Sometimes we would bewail together our hard fate, which had thrown us into the hands of cruel pirates; at other times, we encouraged each other with the hopes of obtaining our release. The Ladrones now passed over to Whong-Chong-Chow, to keep their new year.

The Armenian now begged to be sent to the junk he was before on board of, which they complied with, as he had cured those who were either slightly wounded, or had sores; for which services he not only received no

recompence, but was worst treated than before. On the 7th or 8th of February, I wrote, at the desire of Afoo, a letter to Mr. Beale, requesting he would be good enough to lend him 200 dollars to complete the sum demanded for his ransom. At the same time, informed him of my own distressed situation; beseeching him to make it known to my countrymen, and receive whatever they might think proper to contribute for my relief; in doing which he would lay me under infinite obligations.

After passing a few days of the new year at Whong-Chong-Chow, we left it, to go near to Macao. Nothing particular happened for some time; except that the Ladrones often wished me to write to the British gentlemen at Macao, and Canton, requesting their assistance. I always informed them, that I was unacquainted with any of them; never having been at China before. They threatened if did not get released shortly that they would put me to a cruel death, unless I assisted them in working their guns; of this I constantly told them I knew nothing, as I belonged to a merchantman, and not a ship of war. They persisted, however, in asserting that this could not be the case.

Here I must not forget to mention the kind treatment Afoo and myself experienced from the purser of the junk in which we were:—This man had been taken by the Ladrones about three years before; and not having mo-

ney to ransom himself, accepted the situation he then held ; in hopes one day or other to obtain his enlargement. He often invited us to come and sit in his cabin ; and one evening, when we were there altogether, talking about our unfortunate situation, we swore to each other, that the one who might first get released, should use every exertion in his power to procure the release of the other. Afoo was the fortunate man ; having, by the generous assistance of Mr. Beale, completed the sum wanted for his freedom, which he obtained on the 22nd of February, having been just a month in the hands of the Ladrones ; he repeated the assurances of making every possible effort for my enlargement, and I embraced this opportunity of writing to the British gentlemen at Canton and Macao, soliciting their assistance. About this time, the Ladrone captain who had taken me, left the vessel he was in, to take the command of another, and smaller.

March 1st. Received a letter from Afoo, with some clothes, which were sent by Mr. Beale ; but before I had time to acknowledge the receipt of them, the Ladrones got under weigh, and stood to the southward, passing at a short distance from two or three hundred sail of Mandarins, and salt boats coming from the westward ; and in two or three days we came to Satye. Here they hauled their vessels on shore and cleaned their bottoms ; I was on

shore at this place, for about an hour, being the first time since my capture.

At this place a man was put to death, with circumstances of peculiar horror. Being fixed upright, his belly was cut open, and his heart taken out, which they afterwards soaked in spirits, and eat : the dead body I saw myself. I am well assured that this shocking treatment is frequently practised, in the case of persons, who having annoyed the Ladrones in a vigorous manner, unfortunately fall into their hands.

From this place we sailed to Tyhoo : where I was ordered on board the small junk commanded by the chief of the squadron. Sailed thence, in company with five junks, leaving several others lying there ; three days afterwards they joined us, and I was informed by the Lascars that they had met with some Mandarin vessels, had engaged them, and taken a small one, which they burned, heaving every person overboard. We now kept beating to the N. E. between the islands, and the next day again parted company.

One evening, about sun-set, saw two Chin Chew junks to which they gave chase. The force of the Ladrones was four large and three small vessels. They attacked the first they came up with ; and after some time, finding she was too heavy for them, they took the guns out of the small vessels, and made a fire-ship of her. They had her alongside the Chin Chew junk to windward ; and then set fire to the train, in doing which one of the Ladrone

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junks was much burnt. She burnt very well ; but there being little wind, and the junk's main-sail being on the opposite side there was nothing that could take fire except the hull ; from which in about ten minutes they got her shoved off. The Ladrones seeing this gave the junk a few more shot, and stood from her. Two days after as we were laying between the islands in company with three other Ladrone vessels, we saw in the forenoon several Mandarin junks making all sail towards us, with a force consisting of twenty-two large junks.

About four P. M. the Mandarins went between the islands. The Ladrones still continuing outside. Shortly after this, the purser before-mentioned, having informed me that he believed 3 or 4000 dollars would be accepted for my ransom, I wrote to Mr. Beale to that purpose. I had received from him two or three encouraging letters, during my confinement.

The next day the purser left the Ladrones, having obtained his release, by a plan concerted between himself and Afoo. On the 22d of April, Afoo came to the Ladrone junk in which I was, and informed me, he had been with the chief of the flag, from whom he had a pass for three months ; and that he had been endeavouring to induce them to lessen the sum demanded for our ransom, which I believe was of considerable advantage. After treating some time with the chief of the squadron, by whose boat I was taken, it was at length

agreed that 2500 dollars should be paid. Afoo then left us, to return to Macao; having first obtained a pass, to secure the above sum, when bringing it, from being taken by any other Ladrones.

April 28th, in the morning, when lying at Lunpack-How, news was brought, that several Mandarin vessels were coming. The Ladrones immediately got under weigh; when one of the captains hailed the junk I was aboard of, saying, "we were equal to them in force, and surely will not run." Immediately the Ladrones put about, and stood towards the Mandarins. The force of the former, eight and ten small sail. The Mandarins showed no disposition to wait for them; but made all possible sail to get away, which, fortunately for themselves, they effected; not owing to their superior sailing, but to the Ladrones giving up the chase when within musket shot of the rear, in consequence of their observing a Portuguese frigate at an anchor, distant only two miles. The Ladrones now made sail to the eastward; arrived at Whong-Chong-Chow, in three days. On the 9th of May, a Chinese, who had been dispatched to Afoo, came to the Ladrones, telling them there was an English ship lying off Sam-Cock, which had the money aboard; and if they would carry us there, and anchor in sight, the sum demanded for our ransom would be sent.

We were then put into another junk, with two others to accompany her, and proceeded

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to Sam-Cock. I was at this time informed that one of the Lascars had made his escape a few days before. On our arrival there saw nothing of the ship. The Chinese, who had come to the Ladrones, went to Macao, it being foul weather, thinking the ship might have gone there.

The next morning, the Ladrones stood towards Macao, to see if they could discern the ship. But, on observing twenty-five sail of Mandarin junks, made sail towards Whong-Chong-Chow, at which place they arrived next morning, and we were welcomed on our return, with the promise of having our heads cut off.

On the 21st a letter was brought me from Captain Ross, informing me, he had the money on board for our ransom; and wished to know where we were to be found, or at what place he should stay. Of this I informed the Ladrone chief, who said he would send us next morning, and allowed one of the Lascars to go with a letter to Captain Ross, telling him, that one of the Ladrones would anchor in sight of him, and fire a gun; when if he would send his boat with the money, the Ladrones would let us go. At midnight, myself and the remaining Lascars were sent away, with five vessels in company, and the next forenoon arrived in sight of the Honourable Company's cruizers, Discovery and Antelope. One of the Ladrone row boats brought a letter from Captain Ross, saying he perceived the signal, and would dispatch immediately the jolly boat with the mo-



they; of which I informed the Lascars, desiring they would go nearer the ship. They then put us into a smaller vessel for that purpose. Observed the Discovery had dispatched her boat; but as she was pulling towards us, another Ladrone, that was out on a cruise, passed between the vessel I was in and the Discovery's boat, at which she fired two guns, and dispatched a row boat after her. Upon this the Discovery's boat put about, and pulled towards the ship fearing some treachery; but on their making a signal from the vessel I was in, the other left off chasing, and bore down on us.

The fisherman brought me the letter, having overtaken the jolly-boat, accompanied her to the Ladrones, with the ransom, which having taken out and counted, they let us go. One of their row boats was sent part of the way with us, to prevent our being molested by any other Ladrone vessel, and about three P. M. of the 22d May, I arrived on board the Honourable Company's cruiser Discovery; where I was sincerely congratulated on my happy deliverance.

During my captivity of five months and a half, I was fortunate enough to enjoy tolerable health; notwithstanding the inconveniences to which I was subject.

My fare was the same as that of the common Chinese; consisting for the most part of coarse rice, with a little salt fish. In vessels so crowded as the Ladrone boats generally are, the

accommodations, it may easily be conceived, are wretched ; and this inconvenience, I felt severely.

At night, the space allowed me to sleep in was never larger than about eighteen inches wide, and four feet long ; and, if at any time, I happened to extend my contracted limbs beyond their limits, I was sure to be reminded of my mistake by a blow, or a kick.

For the first few days after being taken, I was kindly used ; but afterwards my treatment was very indifferent. Several times I have been kicked and struck, by the lowest of the Ladrones, while useless expostulation was all I could oppose in my defence. Often was I threatened with a cruel death ; till at last their threats almost failed to intimidate me ; though I was well aware that I had nothing to hope, either from the justice or mercy of those unprincipled robbers.

When I expected daily to be ransomed, I was under the most dreadful apprehensions that some treachery on the part of the Ladrones might render useless the efforts of those who had interested themselves in my liberation.

But I shall leave these painful recollections ; to acknowledge the obligations I lie under to those gentlemen, by whose exertions my release was happily effected.

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ESPERANZA

NARRATIVE  
OF THE  
LOSSES AND DISTRESSES OF  
PIZARRO'S SQUADRON.

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WHEN in the latter end of the summer of the year 1739, it was foreseen that a war with Spain was inevitable, it was the opinion of some considerable persons then entrusted with the administration of affairs, that the most prudent step the nation could take on the commencement of hostilities, was attacking that power in her distant settlements ; for by this means it was supposed that we should cut off the principal resources of the enemy and reduce them to the necessity of sincerely desiring a peace, as they would thereby be deprived of the returns of that treasure by which alone they could be enabled to carry on a war.

In pursuance of these considerations, the English government formed the project of sending a strong squadron of ships into the South Seas to attack the town and harbour of Baldivia, in South America, together with other important places in that quarter.

The Court of Spain having timely information of the design of the English government,

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had fitted out a considerable armament, and which actually sailed before that under the command of Mr. Anson.

The squadron, exclusive of two ships intended for the West Indies, which did not part company till after they had left Madeira, was composed of the following men of war, commanded by Don Joseph Pizarro:—

The Asia, of sixty-six guns, and seven hundred men; this was the Admiral's ship. The Guipuscoa, of seventy-four guns, and seven hundred men. The Hermiona, of fifty-four guns, and four hundred and fifty men. The St. Estevan, of forty guns, and three hundred and fifty men; and a patache, of twenty guns.

Pizarro with his squadron having, toward the latter end of February, run the length of Cape Horn, he then stood to the westward, in order to double it; but in the night of the last day of February, O. S. while with this view they were turning to windward, the Guipuscoa, the Hermiona, and the Esperanza, were separated from the Admiral; and, on the 6th of March following, the Guipuscoa was separated from the other two; and on the 7th there came on a most furious storm at N. W. which in despite of all their efforts, drove the whole squadron to the eastward, and after several fruitless attempts, obliged them to beat away for the river of Plate, where Pizarro and the Asia arrived about the middle of May, and a few days after him, the Esperanza and the Estevan. The Hermiona was supposed to

and she anchored in the bay.

## PIZARRO'S FLEET.

founder at sea, for she was never heard of more; and the Guipuscoa was run on shore, and sunk on the coast of Brazil.

By the storms they met with off Cape Horn, their continuance at sea was prolonged a month or more beyond their expectation, they were reduced to such infinite distress, that rats, when they could be caught, were sold for four dollars a-piece; and a sailor, who died on board had his death concealed for some days by his brother, who during that time lay in the same hammock with the corpse, only to receive the dead man's allowance of provisions! In this dreadful situation, they were alarmed (if their horrors were capable of augmentation) by the discovery of a conspiracy among the marines, on board the Asia, the admiral's ship. This had taken its rise chiefly from the miseries they endured; for though so less was proposed by the conspirators than the massacring the officers and the whole crew, yet their motive for this bloody resolution, seemed to be no more than the desire of relieving their hunger, by appropriating the whole ship's provisions to themselves: but their designs were prevented when just upon the point of execution, by means of one of their confessors, and three of their ringleaders were immediately put to death.

The Asia arrived at Monte Video, in the river of Plate, with half her crew only; the St. Estevan had lost, in like manner, half her hands when she anchored in the Bay of Bara-

gan; the *Esperanza*, a fifty-gun ship, was still more unfortunate, for out of 450 hands, which she brought from Spain, only fifty-eight remained alive, and the whole regiment of foot perished except sixty men. But we shall give a short account of the fate of the *Guipuscoa*, extracted from a letter written by Don Joseph Mindinuetta.

He mentions, that he separated from the *Hermiona* and *Esperanza* in a fog, on the 6th of March being then, as we suppose, to the S. E. of Staten-land, and plying to the westward; that, in the night after, it blew a furious storm at N. W. which, at half an hour after ten, split his main-sail, and obliged him to bear away with his fore sail; that the ship went ten knots an hour, with a prodigious sea, and often ran her gang-way under water; that he likewise sprung his main-mast, and the ship made so much water, that with four pumps and bailing he could not free her; that on the 9th it was calm, but the sea continued so high that the ship in rolling opened all her upper works and seams, and started the butt ends of her planking, and the greatest part of her top timbers, the bolts being drawn by the violence of her roll: that, in this condition, with other additional disasters to the hull and rigging they continued beating to the westward till the 12th: that they were then in sixty degrees of south latitude, in great want of provisions, numbers every day perishing by the fatigue of pumping, and those who survived being quite



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dispirited by labour, hunger, and the severity of the weather, they having two spans of snow upon the decks: and then finding the wind fixed in the western quarter, and blowing strong, and consequently their passage to the westward impossible, they resolved to bear away for the River of Plate; that on the 22d, they were obliged to throw overboard all the upper-deck guns and an anchor, and to take six turns of the cable round the ship, to prevent her opening: that on the 4th of April, it being calm, but a very high sea, the ship rolled so much, that the main-mast came by the board; and in a few hours after, she lost in like manner her fore-mast and her mizen-mast; and then, to accumulate their misfortunes, they were soon obliged to cut away their bowspirit, to diminish if possible the leakage at her head: that by this time he had lost 250 men by hunger and fatigue; for those who were capable of working at the pumps (at which every officer without exception took his turn) were allowed only an ounce and half of biscuit per diem; and those who were so sick or so weak that they could not assist in this necessary labour, had no more than an ounce of wheat, so that it was common for the men to fall down dead at the pumps; that, including the officers, they could only muster from eighty to a hundred persons capable of duty; that the south-west winds blew so fresh after they had lost their masts, that they could not immediately set up jury-masts, but were

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obliged to drive like a wreck, between the latitudes of 32 and 29, till the 24 of April, when they made the coasts of Brazil, at Rio de Plata, ten leagues to the southward of the island of St. Catherines; that here they came to anchor, and that the captain was very desirous of proceeding to St. Catherine's, if possible, in order to save the hull of the ship, and the guns and stores on board her. but the crew instantly left off pumping, and being enraged at the hardships they had suffered, and the numbers they had lost, there being at that time no less than thirty dead bodies lying on the deck, they all with one voice cried out, "on shore, on shore," and obliged the captain to run the ship in directly for the land, where, the fifth day after, she sunk, with her stores, and all her furniture on board her; but the remainder of the crew, whom hunger and fatigue had spared, to the number of 100 got safe on shore:

From this account of the adventures and catastrophe of the Guipuscoa, we may form some conjecture of the manner in which the *Hermiona* was lost, and of the distresses endured by the remaining ships of the squadron, which got into the river Plate. These last being in great want of masts, yards, rigging, and all kinds of naval stores.

By removing the masts of the *Esperanza* into the *Asia*, and making use of what spare masts and yards they had on board, they made a shift to refit the *Asia* and the *St. Estevan*.

## PIZARRO'S FLEET.

And in the October following, Pizarro was preparing to put to sea with these two ships, in order to attempt the passage round Cape Horn a second time; but the *St. Estevan*, in coming down the river Plate, ran on a shoal, and beat off her rudder, on which, and other damages she received, she was condemned and broke up, and Pizarro, in the *Asia*, proceeded to sea without her. Having now the summer before him, and the winds favourable, no doubt was made of his having a fortunate and speedy passage; but being off Cape Horn, and going right before the wind in very moderate weather, though in a swelling sea, by some misconduct of the officer of the watch, the ship rolled away her masts, and was a second time obliged to put back to the river of Plate in great distress.

The *Asia* having considerably suffered in this second unfortunate expedition, the *Esperanza*, which had been left behind at Monte Video, was ordered to be refitted, the command of her being given to Mindinuetta, who was captain of the *Guipuscoa* when she was lost. He, in the November of the year, 1742, sailed from the river of Plate for the South seas, and arrived safe on the coast of Chili; where his commodore, Pizarro, passing overland from Buenos Ayres, met him.

Pizarro found at Monte Video, the *Asia*, which, near three years before, they had left there. This ship they resolved, if possible, to carry to Europe, and with this view they

resisted her in the best manner they could: but their greatest difficulty was to procure a sufficient number of hands to navigate her.

They endeavoured to supply this defect, by pressing many of the inhabitants of Buenos Ayres, and putting on board besides all the English prisoners then in their custody, together with a number of Portuguese smugglers, which they had taken at different times, and some of the Indians of the country. Among these last, there was a chief and ten of his followers, which had been surprised by a party of Spanish soldiers about three months before. The name of this chief was Orellana. The native Spaniards, being no strangers to the dissatisfaction of their forced men, treated both those, the English prisoners, and the Indians, with great insolence and barbarity; but more particularly the Indians. Orellana and his followers, though in appearance sufficiently patient and submissive, meditated a severe revenge for all these inhumanities. They first furnished themselves with Dutch knives sharp at the point; besides this, they employed their leisure in secretly cutting out thongs from raw hides, of which there were great numbers on board, and in fixing to each of these thongs the double headed shot of the small quarter-deck guns. This, when swung round their heads, according to the practice of their country, was a most mischievous weapon.

## PIZARRÓ'S FLEET.

It was about nine in the evening, when many of the principal officers, were on the quarter-deck, indulging in the freshness of the night air; the waste of the ship was filled with live cattle, and the forecastle, was manned with its customary watch. Orellana and his companions, under cover of the night, having prepared their weapons, and thrown off their trousers, and the more cumbersome part of their dress, came all together on the quarter-deck, and drew towards the door of the great cabin. The boatswain immediately reprimanded them, and ordered them to be gone. On this, Orellana spoke to his followers in his native language, when four of them drew off, two towards each gangway, and the chief and the six remaining Indians seemed to be slowly quitting the quarter-deck. When the detached Indians had taken possession of the gangway, Orellana placed his hands hollow to his mouth, and bellowed out the war-cry used by those savages, which is said to be the harshest and most terrifying sound known in nature. This hideous yell was the signal for beginning the massacre, for on this they all drew their knives, and brandished their prepared double headed shot; and the six with their chief which remained on the quarter-deck, immediately fell on the Spaniards, who were intermingled with them, and laid near forty of them at their feet, of which above twenty were killed on the spot, and the rest disabled. Many of the officers, in the beginning of the tumult, pushed

into the great cabin, where they put out the light, and barricadoed the door: whilst of the others, who had avoided the first fury of the Indians, some endeavoured to escape along the gangways into the fore-castle where the Indians, placed on purpose, stabbed the greatest part of them, as they attempted to pass by, or forced them off the gangways into the waste; some threw themselves voluntarily over the the barricadoes into the waste, and thought themselves fortunate to lie concealed amongst the cattle; but the greatest part escaped up the main shrouds, and sheltered themselves either in the tops or rigging: and though the Indians attacked only the quarter-deck, yet the watch in the fore-castle, finding their communication cut off, and being terrified by the wounds of the few, who, not being killed on the spot, had strength enough to force their passage, and not knowing either who their enemies were, or what were their numbers, they likewise gave all over for lost, and in in great confusion ran up into the rigging.

Thus these eleven Indians, with a resolution perhaps without example, possessed themselves almost in an instant of the quarter-deck of a ship mounting sixty-six guns, and manned with near five hundred hands, and continued in peaceable possession of this post for a considerable time; for the officers in the great cabin (amongst whom were Pizarro and Mindinuetta) the crew between decks, and those who had escaped into the tops and rigging:

## PIZARRO'S FLEET.

were only anxious for their own safety, and were for a long time incapable of forming any project for suppressing the insurrection, and recovering the possession of the ship. It is true the yells of the Indians, the groans of the wounded, and the clamours of the crew, all heightened by the obscurity of the night, had at first greatly magnified their danger, and had filled them with the imaginary terrors, which darkness, disorder, and an ignorance of the real strength to the enemy, never fail to produce; for as the Spaniards were sensible of the disaffection of their pressed hands, and were also conscious of their barbarity to their prisoners, they imagined the conspiracy was general, and considered their own destruction as infallible; so that, it is said, some of them had once taken the resolution of leaping into the sea but were prevented by their companions.

However when the Indians had entirely cleared the quarter-deck, the tumult in a great measure subsided; for those who had escaped were kept silent by their fears, and the Indians were incapable of pursuing them to renew the disorder. Orellana, when he saw himself master of the quarter-deck, broke open the arm-chest, which on a slight suspicion of mutiny, had been ordered there a few days before, as a place of the greatest security. Here he took it for granted he should find cutlasses sufficient for himself and his companions, in the use of which weapons they were

all extremely skilful; and with these it was imagined, they proposed to have forced the great cabin; but, on opening the chest there appeared nothing but fire-arms which to them were of no use. There were indeed cutlasses in the chest, but they were hid by the fire-arms being laid over them. This was a sensible disappointment to them; and by this time Pizarro and his companions in the great cabin were capable of conversing aloud, through the cabin windows and port holes, with those in the gun-room, and between decks; and from hence they learnt, that the English (whom they principally suspected) were all safe below, and had not intermeddled with the mutiny; and by other particulars they at last discovered, that none were concerned in it, but Orellana and his people. On this Pizarro and his officers resolved to attack them on the quarter-deck, before any of the discontented on board should so far recover their first surprise, as to reflect on the facility and certainty of seizing the ship, by a junction with the Indians in the present emergency. With this view, Pizarro got together what arms were in the cabin, and distributed them to those who were with him; but there were no other fire arms to be met with but pistols, and for these they had neither powder nor ball. However, having now settled a correspondence with the gun-room, they lowered down a bucket cut of the cabin window, into which the gunner, out of one of the gun room ports, put a quantity of



## PIZARRO'S FLEET.

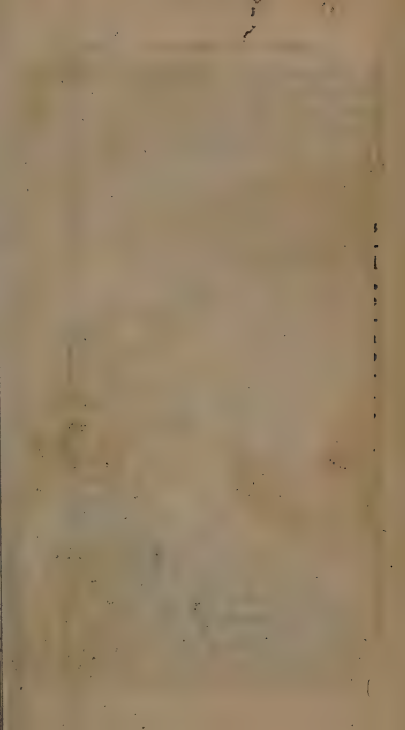
pistol cartridges. When they had thus procured ammunition, and had loaded their pistols, they set the cabin door partly open, and fired several shot among the Indians on the quarter-deck, though at first without effect: but at last Mindinuetta, whom we have often mentioned, had the good fortune to shoot Orellana dead on the spot; on which his faithful companions, abandoning all thoughts of further resistance instantly leaped into the sea, where every man perished. Thus was this insurrection quelled, and the possession of the quarter-deck regained, after it had been full two hours in the power of this great daring chief, and his gallant unhappy countrymen.

Pizarro having escaped this imminent peril, steered for Europe, and arrived safe on the coast of Galicia in the beginning of the year 1745, after having been absent between four and five years, and having, by his attendance on our expedition, diminished the naval power of Spain by above three thousand hands (the flower of their sailors), and by four considerable ships of war and a patache; for we have seen that the *Hermiona* foundered at sea; the *Guipuscoa* was stranded, and sunk on the coast of Brazil; the *St. Estevan* was condemned and broken up in the river of Plate; and the *Esperanza*, being left in the South Seas was doubtless, totally incapable of returning to Spain. So that the *Asia* only, with less than one hundred hands, may be regarded

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as all the remains of that squadron with which Pizarro first put to sea. And whoever considers the very large proportion which this squadron bore to the whole navy of Spain, will confess, that had the English undertaking been attended with no other advantages than that of ruining so great a part of the sea force of so dangerous an enemy, this alone would be a sufficient equivalent for our equipment, and an incontestible proof of the service which the nation thence received.

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*Rescue of Dr. Johnson, 1648. William & Mary.*

# LOSS OF THE WILLIAM AND JOHN,

In September, 1648.

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THE narrator of the following shipwreck, as well as the sufferer, was Dr. William Johnson, a chaplain to Charles II. He embarked at Harwich, in the ship William and John, under the command of Daniel Morgan, on the twenty-ninth of September, 1648. The writer does not say whither the William and John was bound, but it seems probable it was to some part of Norway, as that was the destination of the vessel in company, which took them up from the boat. This narrative, in Dr. Johnson's own words, is as follows:—

“We embarked at Harwich on Michaelmas-day, the twenty-ninth of September, 1648. A dull sadness oppressed my spirits, so that I could not look cheerfully on my friends, at parting; but I took leave of them as if I had been going out of the world. This seemed unaccountable to me, for I went on a good message—the cause of religion. I had embarked in a stout ship, with a fair wind and a skilful pilot, so that I could not suspect danger. Yet no sooner was I at sea, than I suffered the extreme of shipwreck, the pain of sickness was so great and grievous, com-

bining all human evils, as it seemed, together, that to have been drowned would have been no punishment. One afternoon, about four o'clock, the master of the ship came into our cabin with more than ordinary haste; though he concealed from me the cause, I saw plainly fear and amazement on his countenance. I asked him whether all was well; to which he, like a tender hearted man loth to tell his friend he was near his end, answered "all is well."—His clothes I saw him shift and hasten out again with great speed; I then rose from my bed, and crawled upon deck, beheld a melancholy spectacle; the ship having sprung a leak was ready to sink. How every man's face was changed with terror! We could hardly know each other! One was at prayers, another wringing his hands, and a third shedding tears; but, after this fit they fell to work, though, as happens in such extremities all were busy doing nothing. They began with one thing, then went to another, but perfected nothing to accomplish their safety.

"The master's mate, and a man who had been down to search out the leak, returned with sad countenances and pale with fear. In faltering accents, they signified that the leak was incurable, that it could not be stopped, and that the water was rushing in so fast, we must instantly perish. They said nothing, however, that we did not read in their visages, where our fate was pictured.

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“ There was no time for consultation ; the long-boat was hoisted out, and guns discharged as a signal of distress to Bartholomew Cook the master of a ship in company, only a little a-head. Trusting to relief, we leapt into the boat ; but unfortunately I fell short, and with difficulty got out of the sea ; no sooner had I secured myself, than a mariner leapt from the ship upon me, and crushed me down with his weight. This I did not regret, as I should willingly have borne them all to have saved their lives. There was only one person remaining on board, who made such grievous lamentations, that although the ship's sails now lay on the water, and her sinking would have drawn down the boat along with her, we approached and took him in.

“ We now rowed clear of the ship, when not seeing Bartholomew Cook come to our relief, we began to talk reproachfully of him, as if he were negligent of our welfare ; unhappily this honest master drank a deeper draught of affliction, for in that hour he and all his men had perished. Our hopes of safety were small. We were in the North Seas, which are seldom smooth, and at this time a storm raised the waves into mountains. How could we hope to escape in a small and open shallop, when a large ship had not been able to resist them ? We were many leagues from shore, wanting a compass and provisions, and night was approaching, nothing was in the boat except a

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small kettle, which was employed in bailing out the water, and three bags of pieces of eight, to the value of 300*l.* sterling. Money was then truly proved to be only a burthen of no worth. We betook ourselves to prayers, our complaints were louder than our invocations; but God had compassion upon us, and we descried a vessel making towards the boat. Unfortunately having only two oars, we could make little effect on the boat, and the sea ran high; we sat with our backs to receive it, but it broke so much over us, that we had difficulty in clearing it out with the kettle.

“Notwithstanding all our endeavours, we could not reach the ship. She got before the wind, and drove much faster than our little vessel could follow. Thus having death before our eyes, and at the same time the possibility of relief, increased our distress. A dark night came on, which made us more desperate to reach the ship. The master of her hung out a light, and redoubling our energy, we began to get nearer. Lest he should think we were lost, as the darkness precluded him from seeing us, and therefore make sail, we gave a loud shout whenever we rose on the top of a wave. At length by God's assistance, we drew very near the vessel, and not to endanger our safety from too much haste, resolved to go up the side regularly, and in the same order in which we sat. However, we no sooner arrived, than all strove to run up at once, and



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the seamen being more dexterous in the art of climbing, accomplished it in a moment, leaving me alone in the boat. I was now in the greatest danger, for besides a natural weakness in my hands, they were so benumbed with cold and wet, that I was incapable of climbing a rope, though my existence depend upon it. Nevertheless I held fast by one which they threw out, with both my hands, to prevent the boat from staving off; and, while doing so, the boat struck three times against the ship's side, owing to the heavy sea, and as often the shock threw me down to the bottom, which was half full of water. Fortunately, the boat did not give way, and two seamen at length came down to assist me up the ship's side, which the weight of my clothes, and weakness, had prevented; a rope with a noose was handed down by one of them, who directed me to put it about my middle; but he began to pull when I had got it over one shoulder, and nearly drew me overboard. Having secured myself, and the boat casting off, I was drawn into the sea, where I had the narrowest escape; for the seamen having neglected to tie the rope, as he afterwards told me in England, it was prevented from slipping, by a knot, which was by chance at the end, otherwise I must have gone down; I may truly say there was not an inch between me and death. The next pull stunned me against the side of the ship. When I came to myself the following morning, I found the master's own cabin had

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been devoted to my service. Though severely bruised, I rose from my bed to make inquiries concerning my fellow sufferers, and found them contrary to my expectation, overcome with sorrow. Their looks were dejected, and every man brooding over his misfortunes. The truth is, that, having saved their lives they now had leisure to think of the loss of their goods, though it bore differently on different individuals. For my own part, the losses I then suffered, involved me in debt, from which I have not yet extricated myself. But what grieved me most, was the being deprived of my library, and all my sermons, as also my notes and observations, during my travels abroad, the fruits of many year's labour and study. But I was impious to grieve for such loss, when God had so miraculously preserved our lives.

“ Next day, which was Tuesday, the wind was fair for Norway, whither our ship, which was a Howzoner, was bound. About twelve o'clock we came in sight of the coast, rugged and full of rocks; and as we could not reach it during daylight, we designed to stand off and on till morning. We then sat down to a repast. Some of us had taken no sustenance since being at sea, and I myself, having ate nothing for five days, now made a hearty meal.

“ About ten at night, when we had set our watch and prayed, and then laid ourselves down to rest, the ship, in full sail, struck on a

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rock with a shock so great that it awakened the soundest sleeper. Though I was ignorant of what had happened, the mariners better aware of the danger, loudly cried, "Mercy! Mercy! Mercy!" I hastened out of my cabin, and, coming on deck, met the master of our own vessel, who while tears streamed down his cheeks, desired me to pray for them, for we should certainly perish. I could not believe the truth of what he said; so falling on my knees, like a condemned person awaiting the stroke of the executioner, I began to pray. But, after having prayed some time, under perfect resignation to death, I wondered that the waves did not overwhelm us. It had pleased God that the ship ran herself so fast between two ledges of rock with her bow over another, that she stood fixed as firm as the rock itself. I immediately rose and pulled off my coat, designing to throw myself into the sea and swim ashore; but the height of the waves breaking against the rocks, deterred me. The stern of the vessel was soon beat in by the sea, which compelled us to retreat towards the bow, when Matthew Bird, the same seaman who had formerly drawn me on board, leapt ashore with a rope in his hand, and held it so securely, one end being tied to the mast, that another seaman got down by it. In this manner the whole of our company, and some of the Danes who were eight-and-twenty in number, reached the rock in safety. All this time I was ignorant of the means used for

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our deliverance; but 'perceiving the people crowd towards the head of the ship, I also repaired thither, and discovered what had taken place. A Dane was then endeavouring to slide down the rope and carry a small leather trunk along with him; but he presently removed his trunk, and desired me to descend. I repaid his kindness by requesting him to do so first, not so much out of compliment, but that I might know how to slide down, as I had seen none go before me. However, I got on the rope, from which I was almost beat by the waves, and came safely to the side of the rock, whence I crawled on hands and feet to the rest who were ashore, I was the last who accomplished this manner of escaping. The ship at this moment began to give way, which the master, who was still on board, perceiving, earnestly implored us to assist him with our utmost endeavours; but she broke up and immediately went down. Thus was that good man, and four of the mariners drowned. I observed the master, who had a light in his hand fall into the sea. It was the saddest sight I ever beheld, to see him, who had saved our lives, lose his own. I cannot even now look back upon it without regret. Perhaps, had he not delayed on our account, he might have reached the haven in safety.

"We knew not where the rock which had received us was situated; some of the people, before my arrival, had ascertained it to be an island, but uninhabited. We waited the ris-

ing of the sun, in hopes of discovering land in the neighbourhood. It was a long and melancholy night, for stones make but a hard pillow, besides having thrown off my coat when intending to swim, I was thinly clad. Wandering up and down the rock, I often fell owing to its slipperiness: and wanting shoes, my feet were cut by the sharp stones. This being winter time, the cold was extremely piercing. At length we found a hole in the rock, which sheltered us from the wind, and then morning broke. During the twilight we flattered ourselves that every black cloud was land; but when the sun rose, we saw nothing except a glimpse of the coast of Norway at a distance. When I viewed the sea and the place, the sight of so many hundred rocks environing us, struck me with amazement. It was only from God's providence that we had not gone among the breakers during the night, and under full sail, instead of running between the two ledges, which proved an asylum. Had we touched in any other part, we must have instantly perished.

“ Our sole hope of relief was the approach of some ship, from which we might be seen; but of this I thought there was little prospect; for should one accidentally come by day, she would be deterred by the surrounding dangers, from giving us succour: and if she came in the night, she would certainly be wrecked, like our own vessel. Having seen nothing in the course of the whole day, we began to despair; and wanting sustenance to support us,

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and hardly having clothes to keep us warm, we crept into a hole of the rock, and there rested during the second night. Next morning we arose before the sun, and some of our company, searching with their arms in the sea, drew out small muscles, which they ate heartily; and one of the boys brought me a leaf of scurvy-grass: but I began to be sick with a feverish complaint, and became so parched with thirst, that I would have given all I had for a draught of fresh water. Trusting that the water which stood in holes would be freshest in the highest part of the rock, I sought for it, but it proved salt. I drank it, however: until my thirst was quenched, though vomiting followed, which I am persuaded preserved my life.

“Between ten and eleven we saw a ship in full sail standing towards us, which lifted up our hearts with joy. She came nearer and nearer, and we all ascended to the top of the rock, and waved our hats to show ourselves to the men on board. But they neither approached nor sent their boat to learn our condition, for what reason we knew not. The captain was a Dane, of the same country with our former kind master. As the ship receded our hearts began to fail, and our countenances changed to their former paleness. We conceived ourselves utterly abandoned. We could not suppose, even should another ship by chance come in sight, that the mariners would venture their own lives to save ours;

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therefore we betook ourselves to our old devotions, and as long as I was able to speak, I prayed with the company. After some exhortation to my fellow sufferers, I laid down on the rock, thinking I should rise no more in this world; but I overheard one the seamen, he who had first leaped on the rock, say, 'Let us make a raft and venture to sea, I had rather be drowned than lie here and be starved.' The rest coincided with him, and though the design was full of danger, everything conspired to favour it; the water had at this time fallen, and left the bottom of the ship on the rock; the anchors, mast, and sails, lying also there, like linen on a hedge. The seamen soon broke up the mast, and untwisted a cable for small cords. Next they tied four or five boards to the broken mast, got up the mizen-top-mast, and made a slight stern; then having cut out a small sail, two Danes and two Englishmen embarked on the raft. A moderate breeze carried the adventures safely through the breakers, and towards that part, where according to our supposition, the coast lay. We followed them as far as our eyes could reach, with great anxiety, for the hope of our deliverance rested on their safety; but we did not long remain in suspense, for before night their security was announced by several yawls rowing towards us. They brought provisions likewise, which we little regarded, from our eagerness to get on shore. The rock where we were now situated, was called Arn-

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scare ; and by God's goodness, having embarked we reached an island in Norway, named Waller Island by its inhabitants. This island is so inconsiderable, that Ortellius overlooks it in his maps, but, although unworthy to be remembered by him, it ought not to be forgotten by us. There was but one house where we landed, belonging to the parson, an honest Lutheran, whose family consisted of many individuals, all of whom showed us no little kindness. They spoke the Norse language, which I think, resembles the Dutch, for those of us who spoke Dutch, could partly understand them, and make ourselves understood.

“ When we made a shift to explain our misfortunes to the people of the house, the relation drew tears from their eyes ; and whatever provisions they had, being now set before us, the seamen soon repaired their long fasting. The ordinary bread of the inhabitants was rye pancakes, and they had beer which was very strong. This reminded me of the English proverb, ‘ A cup of good beer is meat, drink, and clothing ; ’ and surely these people thought so, for though at such a cold season, while they had neither stockings nor shoes, they kept themselves warm with beer.

“ Next morning we began to examine each other's finances, to discover what money had been saved from the shipwreck. Suspecting concealment in one of our number, we searched him and found no less than four-and-twenty



pieces of eight, which he undoubtedly stole from our bags in the boat, after our first shipwreck; when every moment we looked for destruction. It was well for us he had done so, for in the second all our money was lost. We remained in the island until Sunday, and in the morning heard our landlord preach, after which he gave us a meal, full of variety in one dish, as beef, mutton, lard, goat, and roots, mixed together, according to the custom here.

“ We then parted with the good old priest, having returned him many thanks, accompanied with a little money; and travelled to Fredericstadt, a city in Norway on the coast. There we were kindly entertained by the burgomaster, whose chief discourse was in praise of the late Archbishop of Canterbury, though I wonder how he came to know him. Truly we were much indebted to this person, for he not only commanded several persons of this city to entertain us civilly, but gave us some provision at his own charge. Everywhere we experienced great civility, and the people ran after us in the streets to bestow, what we needed, without asking.

“ Having left Fredericstadt, we repaired to Oster Sound, three or four miles distant, where shipping lay, and laid in as much provision as our stock could afford, into one bound for England. We embarked in the evening. In the morning before making sail, a ship from Lynn, in Norfolk, coming in, was wrecked

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on the rocks near the harbour. We had not been at sea above two or three hours, when great alarm arose from the ship very nearly striking on a half sunken rock, unseen until almost touching it. But about noon we cleared all the rocks on the Norwegian coast.

“A fair wind brought us in view of the English coast, near Winterton, after four or five days' sail. There we saw the remains of a shipwreck, and the country people enriching themselves with the spoils. At length having reached Yarmouth Roads we came to an anchor. It began to blow hard, and the ship in driving, nearly ran foul of a Scotchman. But we brought up again and rode securely through the night. On a signal next morning for a pilot, four men came off from Yarmouth. They demanded no less than thirty shillings to carry me, a single person, on shore, while our whole stock was only two pieces of eight; and although I did long for land, I could not purchase it at such a rate, therefore they were content to take less. But no sooner had I got into the boat, than they rowed up and down to weigh anchors, for the storm during the preceding night, had occasioned many ships to part with their cables. Nevertheless they were unsuccessful, and then made for the shore. The landing-place was so bad, that four other men awaiting the arrival of the boat, ran up to their middle in the sea, and dragged it on the beach. I thence got into the town of Yarmouth, with

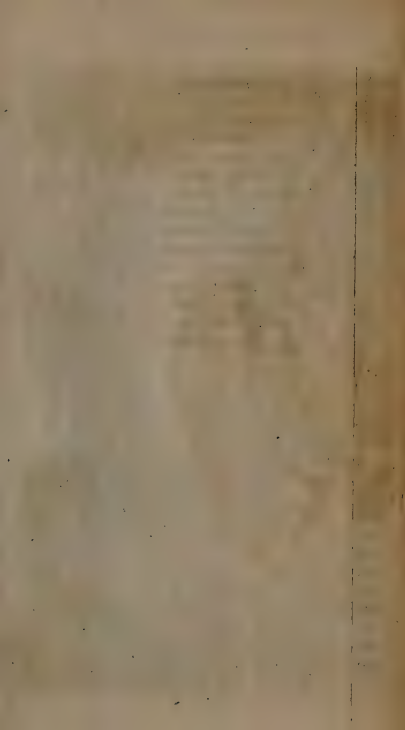
## WILLIAM AND MARY.

a company of people at my heels, wondering at my sad and ragged condition. The host of an inn, with a sign, the arms of Yarmouth, treated me with uncommon kindness, and I hope God will reward him for it."

Most of persons must peruse the foregoing simple and affecting narrative with unaffected delight. The pious and good doctor, laboured with unceasing zeal in his benevolent endeavours to spread the light of the gospel over those unhappy countries, shadowed with idolatrous ignorance. His learning shown resplendent in those searching and excellent descriptions of the, almost unknown, land which he visited, and of which he favoured his countrymen with an account. We cannot but imagine we see the finger of Providence in the trials with which he was afflicted, and the miraculous escapes apportioned him; but, his faith was, indeed, built upon a rock. Had we now the same honesty of heart and purpose in our spiritual teachers, which was so conspicuous in that of this kind and sincere man, religion and its teachers would not be eyed with that suspicion and jealousy which is so distinguishing a trait of the present times; but it is the avarice, cruelty, and treachery, of its present teachers, which has thus degraded and debased what ought to be considered the fountain of all good. It is not only in the works of Dr. Johnson, that we find every moral precept so admirably

illustrated, but it is in the actions of his exemplary life, for no man ever combined precept with example so ardently as he did. It was the constant effort of his useful life to prove that the moral doctrines of the scriptures, if acted upon, would produce happiness and comfort to the corporal body in this sinful life, whilst, it would ensure the reward promised us of a glorious hereafter, through the intercessions and sufferings of our blessed Redeemer. Would that now the expositors of our divine code of morals attended personally to the commands therein stated, instead of being pests, persecutors, and infamies to the present generation—but a day of change must come—nay, it is at hand.

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C. Prince William & Wreck of his Vessel. 1120.

SHIPWRECK  
OF  
PRINCE WILLIAM,  
SON OF HENRY THE FIRST,  
King of England.

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HISTORY yields but little detail in the shipwreck of Prince William, son of Henry I., King of England, in the year 1120. The Prince had been taken into Normandy, by his father, that he might be recognized as the successor to the sovereignty, and receive, in that part of the royal dominions, the homage of the Barons. He was in the eighteenth year of his age, amiable and accomplished. The ship in which the Prince was to sail had been detained by some accident, after his father had embarked and got out to sea. It appeared they had been revelling during the interval of their detention, and when the vessel was ready, they embarked while heated with wine, sailing in great haste to follow the King, whose ship, having a fair wind, was soon out of sight of the Norman shore. The sailors, it was reported, were in the same overheated state as their Prince and Captain Fitzsteuens, the commander, when they set sail. In their heedlessness to get away they ran the

## SHIPWRECK OF PRINCE WILLIAM.

ship upon the rocks near Honfleur, and it soon afterwards foundered. The Prince and others got into the long-boat, and were clear of the vessel, when, hearing the cries of his sister Maude, the king's natural daughter, whose title was Countess of Perche, he made the sailors row back to take her in; numbers from the sinking vessel descended into the boat, so that, being overloaded, it sunk, and all who were on board perished. The retinue of the Prince was drowned with him, amounting to one hundred and forty of the young nobles of England and Normandy. One person alone escaped, who was said to be a butcher of Rouen. He clung to the masts, and was taken up the next day by some fishermen. This man reported that Captain Fitzstephens saved himself on the same mast, but on being told by him that all but themselves had perished, he declared he would not survive the Prince, and threw himself into the sea. For three days the king vainly hoped that tidings of his son's escape might yet reach him; when the truth was told him he fainted, nor was he even seen to smile again. Well might England, too, mourn the loss, for never was shipwreck followed by more disastrous consequences to an empire. Out of the decease of this Prince arose those terrible civil wars for the succession, which deluged England so many years with blood, and almost extinguished her ancient nobility.



LOSSES OF  
GILBERT'S FLEET,  
ON A  
VOYAGE OF DISCOVERY,  
1583.

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Sir Humphrey Gilbert was one of those distinguished naval commanders that adorned the Elizabethan age, when talent of every kind was so happily called forth for the protection and glory of the empire. He was descended of a Devonshire family, residing not far from Plymouth; and being a second son, had to track out his own path to fortune. He was distinguished for his intellectual acquirements, his courage, and bold actions, before he became noted as a commander, or promulgated to the world any of those enlarged views in his profession for which he was subsequently distinguished. He was nearly related to Sir Walter Raleigh, and was knighted for his public services in Ireland. Among his other designs, that of founding colonies seems to have been foremost, and in 1578 he obtained full power from Queen Elizabeth to undertake

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a voyage of discovery on the continent of America, and to settle such parts as no Christian prince or his subjects could claim from previous possession. A discourse written by him, and creditable to his talents, upon the practicability of a north-west passage, is extant in Hakluyt.

In 1583, Sir Humphery left England, on his second voyage, with five ships, sailing out of Plymouth Sound on the eleventh of June. On the thirtieth, four vessels were in sight of Newfoundland, one of the ships, commanded by Captain Butler, and the property of Sir Walter, then Mr. Raleigh, having returned home on account of a contagious disorder breaking out on board. On the third of August they landed in Newfoundland, and took possession of the harbour of St. John's, in the name of the Queen of England. A discovery was made at the same time of a supposed silver mine, by a Saxon miner, brought out on purpose in the squadron. The vessels remaining, with Sir Humphrey at this time, were the *Delight*, *Golden Hinde*, *Swallow*, and *Squirrel*. The largest vessel was but one hundred and twenty tons, while the smallest was only ten. The *Swallow* was sent home with the sick. Sir Humphrey then embarked in the *Squirrel*, of ten tons, because she was light and best adapted for entering shallow creeks and places where there was but a small draught of water. To brave the stormy seas of a high northern latitude in a similar vessel would seem, to modern seamen, an unwise

## GILBERT'S FLEET.

act; but it is probable, that in those days the management of ships of a small size was much more perfect than when the tonnage was more considerable.

Sir Humphrey left the harbour of St. John's on the twentieth of August. On the twenty-seventh he was in latitude 44 deg. with fair weather. On the twenty-ninth, a storm arose, and the *Delight*, the largest vessel of the squadron lost. Sixteen only made their escape in the boat. The crews had been amusing themselves the day previous with their drums, trumpets, and hautboys, in great mirth and gaiety. The first appearance of change was a dense fog, which enveloped the ships, followed by a gale of wind, south by east. They could not see beyond the head of the vessel. The *Golden Hinde*, all of a sudden, got entangled among rocks and shoals. The *Delight* beat still further in among them. Finding the soundings constantly varied, a signal was made to the *Delight*, by the *Golden Hinde*, to stand out, but it remained unnoticed. She soon afterwards struck on a shoal and her stern was quickly beat to pieces. This was a fatal blow to the prospects of Sir Humphrey; the value of the ship, the lives of the crew, a Saxon miner, and even the specimens of silver ore, which latter were to be his recommendation for a fresh loan of money at home, to complete his enterprise, were all lost to him. At this time, the precious metals were always associated with the American conti-

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ment ; probably from the riches the Spaniards had obtained in the southern parts. It is singular that specimens of rich ore are said to have been found in places, on their first discovery, where a better knowledge of them has proved that even traces of the precious metals do not exist.

The Golden Hinde and Squirrel, all now left of the five ships which originally set sail from Plymouth, stood east by south. The water shoaled, and then deepened from four to seven fathoms, and then shoaled to four or five again, with a very high sea. At the time the Delight went on the rocks, her boat was afloat at the stern, it having fortunately been hoisted out the day before, when the weather was fine, to pick up some birds which had been shot. Into this boat a part of the crew were, by great exertion, enabled to get, and to pick up others. The captain and a hundred of the crew perished with the ship ; and besides the Saxon before mentioned, who said he had discovered the silver ore, a learned man from Buda, in Hungary, called Budæus on board, but whose name was Stephen Parmenius ; who had written a Latin poem in praise of Sir Humphrey, and had gone out to write an account of the voyage, and what he saw, in the Latin tongue, was among the sufferers. The bearing of Captain Browne, who had been transferred from the Swallow into the Delight, was, upon this occasion, of the most heroic character. When the fate of the vessel was

## GILBERT'S FEEET.

seen to be inevitable, he was advised to save himself by the boat, or at least to make the attempt. He spurned the counsel, refusing to set the example of deserting the ship and abandoning the larger portion of the crew, who could have no hope of escape. He continued to the last to exhort those on board not to give way to despair; and firmly upon the deck of his vessel he awaited, with magnanimous resignation, the termination of the catastrophe. He could not endure the apprehension of a reproach for leaving his ship, even when hope was extinguished. The master, named Richard Clarke, was one of those preserved in the boat. At first they had little chance of prolonging their existence but for a very short time. They every moment expected to be swallowed up by the sea. They had but one oar, their boat was very small, and the storm was so violent that no sail could be carried even by a ship.

During two days, in this destitute situation, and without provisions of any kind, they drifted before the tempest. It was feared the boat could not live much longer in such a sea unless lightened, and one of the party, by name Headley proposed that lots should be drawn, and those who drew the four shortest of the number should be thrown overboard. Thus a better chance would be afforded to the survivors of keeping afloat and reaching land. The master nobly answered, "No, we will all live or die in company!" The master was

## LOSSES OF

then interrogated by Headley, whether his memory was correct, for he had intimated they might soon make the land. He replied that he was certain of the fact, and they might hope to make it in two or three days. Dissimulating, to keep up their spirits, he assured them it was only about sixty leagues off, though he knew it was as much again. The conduct both of the captain and master of this vessel exhibited that striking heroism to which bravery in the field of battle is but secondary, and yet too many such examples have passed away upon the great waste of waters, unnoticed and unknown; while inferior deeds have been blazoned in history as worthy the laurel wreath: thus partial is the distribution of human glory!

The third and fourth day passed over the heads of these unfortunate "men without sustenance. They picked up the weed borne on the surface of the foaming waves around them, and eagerly devoured it, drinking the seawater. Their strength was rapidly leaving them, and death, in its most fearful form, was before them. The man called Headley and another died on the fifth day. All wished it would please God to take them out of their misery. Since they had left the ship, the sun had been but once visible. All the nights but one had been starless, so that the darkness augmented their sufferings. They were all, except the master, Richard Clarke, praying for death. On the sixth day after the wreck,

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Clarke, calm and collected, still endeavoured to comfort them with the hope of soon making the land. They expressed their doubts that they should ever again cast their eyes on the welcome shore. He told them to throw him overboard if they did not make land on the seventh day; and this rallied their spirits, for they seem to have reposed great trust in his skill and knowledge.

The seventh day broke, and one hour before noon they got a sight of the shore. In the afternoon, they landed, but were so weak that it was with difficulty they could assist each other out of the boat. They fell on their knees and thanked God for their deliverance.

The stronger then helped the more feeble to a brook, where they refreshed themselves with the water, and quenched their intolerable thirst. They gathered and ate of some berries they found growing wild near the spot. During the whole time they had been in the boat, they remarked that the wind had blown from the south, which was upon the land. After they had got on shore, within an hour it shifted to the north. Had this happened while they were at sea, they never could have made the land and must all have perished.

The next day, Clarke divided them into parties of three, to search for food; being to rendezvous together at noon, with what they could collect, for the common stock. They were fortunate enough to find a great quantity of peas growing wild; left originally, perhaps,

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by former visitors to the same shore, better provided than they were. For three days they lived on these peas and on berries, and at night sheltered themselves in a hut, rudely constructed of the boughs of trees.

They had preserved their boat, and, being a little recovered from their former feeble state, they rowed along the shore, with the design of making the Great Bay of Newfoundland, which was then actually frequented by Spaniards engaged in the whale fishery. When hungry, they landed to eat berries and peas. They had not proceeded far in this way when a Spanish ship fell in with them, the captain of which proved a kind friend. He took them to St. Jean de Luz, in the Bay of Biscay; and when the Spaniards came on board, told them they were poor fishermen cast away at Newfoundland. He set them on shore in the night, only ten minutes from the French frontiers, which they reached before day broke, and thus having escaped, travelled to England through France, where they safely arrived about the end of the year 1583.

Their history having thus terminated, it will be proper to go back to the Golden Hinde and Squirrel. The crews of these ships, dispirited at the loss of the best vessel of the squadron, still continued to beat about in those thick fogs which are so common on the shores of Newfoundland. They were daily in hopes of better weather, and sailed up and down in this expectation and the belief that they were



## GILBERT'S FLEET.

near the land, until a scarcity of provisions on board made them impatient of their situation. The crew of the Squirrel was already on short allowance, and besought Sir Humphrey Gilbert to return to England. The crew of the Golden Hinde joined in the same request. Sir Humphrey Gilbert, whose enthusiasm did not seem abated by his disaster engaged them to accompany him again in the following spring. The commander of the Golden Hinde was of a different opinion from Sir Humphrey, and in engaging to return, was solely influenced by his determination. On the thirty-first of August, they altered their course, during a fresh breeze and high sea, and directed it for their native land.

Sir Humphrey had hurt his foot, and, on the second of September, went on board the Golden Hinde to get it dressed by the surgeon of that ship. He repeated the visit to partake of an entertainment with the captain, master, and crew. He spoke of his disappointment on losing his papers and the ore which the Saxon refiner had procured in Newfoundland, which, as before remarked, had been lost in the Delight. The Squirrel was overloaded, having heavy artillery on board, and things on deck so much above her tonnage, that her situation at that season of the year was considered dangerous by those on board the Hinde. They advised Sir Humphrey to shift into the larger vessel. He generously replied in the negative: "I will not," said he, "now de-

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sert my little vessel and crew, after we have encountered so many perils and storms together."

The Golden Hinde supplied the boat of the Squirrel with what provisions were necessary, and Sir Humphrey returned in it to that ship. They were then about three hundred leagues on their voyage to England. A vessel of ten tons, laden like the Squirrel, was too small to resist the waves in the Atlantic. On the ninth of September she foundered, and Sir Humphrey perished when they were in the latitude of England. The Squirrel was near foundering in the afternoon of the same day she went down; at which time, and when they were in imminent danger, Sir Humphrey was seen from the Golden Hinde, sitting in the stern of the ship with a book in his hand, and was heard to call out, "Courage, my lads! we are as near heaven at sea as on land!" It was about twelve o'clock at night when the ship went down.

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## LOSS OF

# THE HOPEWELL,

JUNE 1606.

AMONG the adventurers to the north, several commercial companies, stimulated by the hope

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of a lucrative trade, fitted out voyages of discoveries. In the year 1606, the Muscovy Company, as it was then called, prepared for sea a vessel called the Hopewell, to search for the north-west passage. It was commanded by Captain John Knight, and was of the burthen of forty tons. Captain Knight had commanded a Danish vessel on a former voyage made from Denmark to Greenland, and was considered a stout and bold seaman. He sailed from Gravesend on the eighteenth of April. The ship was detained a fortnight in Pentland Frith, and was taken by able pilots into a harbour on that coast, called, in those days, St. Margaret's Hope. There Knight remained until the twelfth of May. He set sail on a course very nearly due west, for the American coast, and had a very tedious passage; having reached the latitude 58 deg., the winds and currents bore him to the southward. On the nineteenth of June, he was in latitude 56 deg. 48 min., and first saw the coast of America, somewhere about Cape Grimington, on the shores of Labrador, rising like eight islands from the sea. A northerly gale now came on, and brought down vast quantities of ice. The ship was surrounded by it, and the crew was distressed with heavy fogs. The ship was injured by contact with the ice, besides having the rudder carried away, and it became necessary to haul up into a cove to refit, as well as to examine the stores and provisions, and

save the clothes and other articles belonging to the sailors, from the action of the salt water.

Captain Knight landed in a boat well armed, on the twenty-sixth of June, and with the mate, his brother, and one of the crew, endeavoured to discover the best place for repairing their damages, and laying up the ship. Three hands were left in the boat, and the captain and his party proceeded over a hill, which lay not far off from the shore. There they disappeared. Hour after hour passed away, and they did not return to the boat. The men waited from ten in the afternoon until eleven at night, but they waited in vain. They fired their muskets, blew their trumpets, and did all in their power to make their friends sensible of their anxiety, but it is probable they were then beyond the power of hearing mortal voices. The boat returned to the ship with the tidings, and the crew, officers as well as men, were struck with fear, at being left without the two principal officers of the ship, in such a lamentable situation. Early in the morning, the boat was manned and armed, to make a search on shore for the missing party, and set off with great eagerness, but they could not reach the shore on account of the ice, which had accumulated during the night. After two days of distressing anxiety, respecting the fate of the captain and his companions, they erected some tents on the shore. The boatswain had the watch

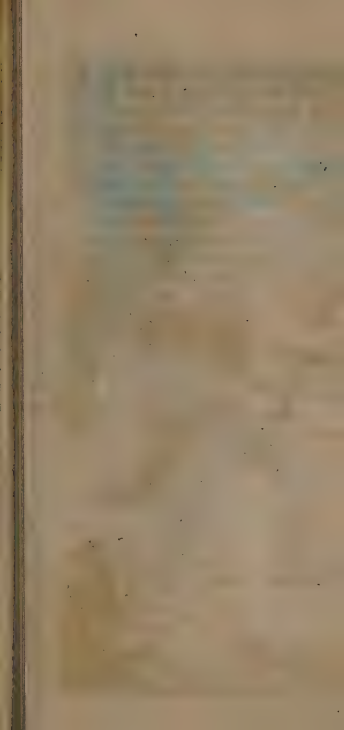
during the night of the twenty-eighth of June, when he was suddenly alarmed, during the darkness, by a body of men, who seeing him watch let fly their arrows at him. He instantly fired, and gave the alarm. Before the crew could start from their beds and muster, their boat was filled with savages to the number of fifty, who, with ferocious shouts of defiance, and the most threatening gestures, appeared determined to challenge, and not avoid the combat. There were only eight Englishmen and a large dog. The rain fell heavily. They drew up, determined to 'sell their lives dear, and to attack, rather than await their cruel enemies. They advanced upon them with the dog in front. The savages were appalled at their determination, and ran to their own canoes, which lay near, which were soon filled, and they made off with all speed. They were detained a considerable time, by getting entangled among the ice, and the sailors kept up a continual fire upon them, during which they were heard uttering lamentable cries. They appeared to be a small race of men, tawny in colour, and thin in frame. They had little or no beard, and their noses were flat. They were accused by the crew of being cannibals, but for this there does not seem to be good ground of accusation.

Such was the disastrous fate of Knight, a name marked, in a peculiar manner, by misfortune in the annals of maritime discovery. Nothing more was ever heard of these unfortunate men. The

## LOSS OF THE HOPEWELL.

crew made all haste to get their vessel ready for sea. They were obliged to cut a channel through the ice, but they were still without a rudder, and the sailors were never able to quit the pumps for one half hour, for two or three weeks. They endeavoured to stop as much of the leak as they could at sea, and by dint of rowing and pumping, with a bad substitute for a rudder, and the benefit of the current, in about three weeks they made the coast of Newfoundland at Fogo, on the 23rd of July. There the fishing vessels lent them such effectual aid, that, after a sojourn of twenty days, spent in getting their ship in order, they made a tolerable passage to Dartmouth, sailing from Newfoundland on the twenty-second of August, and reaching England September the twenty-fourth, with the melancholy tidings of the fate of their captain and comrades.

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*The Crew of the Speedwell. Wrecked off Nova Zembla. 1676.*



# LOSS OF THE SPEEDWELL,

Capt. John Walker.

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**DURING** the period when the attention of the countries in the north of Europe was directed to discover either a north-east or north-west passage into the Pacific, though every expedition sent out had been unsuccessful, a seaman of intelligence and hardihood, Captain John Wood, sanguine in his hope of surmounting all difficulties, revived the project once more. Nearly a hundred years had hopes been indulged of making the fortunate discovery, and Captain Wood in 1675 drew up a memorial on the subject, setting forth his reasons for believing that a passage might yet be found by the north-east. This memoir he himself presented to Charles II. and to the Duke of York. His opinions were founded upon the figure of the earth, the narratives which he had perused upon the subject, and the possibility of the right opening or proceeding to the eastward not having been ascertained. He constructed a chart illustrative of his ideas, and laid it before the king with his memoir. He shewed that if the passage were practicable, it would be possible

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to reach the Japanese seas in a few weeks, to open a trade with Tartary, and to make the Indian Archipelago in much less time and with much smaller risk than before. The merchants and most able navigators of the day were consulted by the king, and the result was that Captain Wood was appointed to the command of the *Speedwell* equipped at the royal expense, and manned by a crew of sixty-eight hands. This vessel appears to have been very well found. She was fitted out in the royal yard at Deptford, as strong as the nature of the service required.

The Duke of York, afterwards James II., and seven other individuals, fitted out a pink called the *Prosperous* of one hundred and twenty tons, and eighteen men, to accompany the *Speedwell* entirely at their own expense. Merchandise of all kinds was put on board, which it was apprehended would answer for traffic in Japan, and provisions were carried for sixteen months. Thus every precaution seemed taken to ensure success. The *Prosperous* was commanded by Captain Flawes. They were instructed to search for a passage between Nova Zembla and the Asiatic continent, along the northern coast of Tartary.

It was on the twenty-eighth of May 1676, that the Expedition sailed from the Nore. On the thirty-first they arrived of Berwick, distant about eight leagues, and coming up with a Scotch fishing vessel they made a purchase of a part of the fish. On the second of June a

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a storm arose, and they entered Brassa sound, in the Shetland Islands, it blowing a heavy gale from the west-north-west, and came to anchor off the town of Lerwick. "My idea was," says Captain Wood, "to follow exactly the tract of Barenz, and proceed due north-east after reaching the North Cape, in order to get between Greenland and Nova Zembla," (Spitzbergen was then commonly denominated Greenland.) It seems from this it was well known then that there was a practicable passage between Nova Zembla and the Continent by the straits of Waygatz, or Wood would have tried to navigate round the southern end of the island, and through what is called the sea of Kara; for the existence of the cape, called by the Russians Coverovoslochnoi, extending northwards from the main further than Gelania Noss in Nova Zembla, makes the passage round the north end much shorter towards the east, if it were practicable to sail to Behring's straits that way.

On the tenth the Speedwell weighed anchor at Lerwick, the weather being cloudy and thick, the Isle of Sanden bearing south by east distant about nine leagues. On the twenty-second at noon, seeing the land west of North Cape, he steered north-east. Ice was laying about a league a-head; the weather was cold with snow showers. Soon only ice could be seen from the mast head. The fog froze as it dropped. They were in latitude 76 deg. and about sixty leagues from Greenland, (Spitzbergen,)

and Captain Wood did not doubt that this was the vast field of ice which cohered to the west side of Spitzbergen. Seeing something move on the surface of the ice, they hoisted out the boat, and found two sea-horses which they fired upon, but did not succeed in killing.

Captain Wood now imagined that if they shaped their course more to the east they should find an open sea, and they accordingly ran along a vast field of ice which lay from the south-east to the north-west. At every league they found icy promontories which being doubled, they saw no ice to the north, but continuing their course to the north-east, fresh capes of ice obliged them to shift their direction. In this way they proceeded, flattered that they should soon find the open sea, and still disappointed by the sight of fresh ice. At length they found it join with the coast of Nova Zembla. Wood now became, as he thought, convinced of the error of Barentz and the Dutch and English seamen, and was of opinion that there was no land to the north of 80 deg., that the sea there is always frozen, and that the pieces detached from the main body and drifted to the south require ages to thaw them. This vast continent of ice was not more than half above the surface of the water, but below it sank seventeen or eighteen feet. The ice, Wood imagined, joined from Nova Zembla to Spitzbergen, so there was, in fact, but one icy continent.

From the twenty-third to the twenty-eighth of June they ran along the ice adhering to Nova Zembla, trying every opening but not finding a passage. The land was distant about fifteen miles. On the twenty-ninth the weather was hazy, and the Speedwell stood to the southward in hopes the sky would soon clear, but the day proved foggy with a westerly wind. Nova Zembla bore east-south-east by reckoning four points under the lee-bow. In this he was unfortunately mistaken. About ten at night the Prosperous on the weather quarter fired a gun and bore down, exclaiming there was ice ahead. On looking out, Captain Wood discovered breakers and not ice. He could not tack, for the Prosperous was to windward, and both ships must have been lost had they fallen on board each other. The Speedwell therefore bore up in hopes of clearing the rocks, but the ship being too slow in wearing struck with her head to the sea. By this means the crew were preserved; for had the vessel's broadside been exposed to the waves, the crew must have been swept overboard. The Prosperous wore round under the Speedwell's stern and got out to sea.

The Speedwell lay beating on the rocks for several hours, the crew labouring in vain to save her. The sea ran so high that no anchor could be carried out. Upon the weather clearing a little, to their amazement they saw the land under their stern which the fog at rendered invisible. The boats were now got out.

The ship was lightened by throwing over the provisions, and she fell three feet with the ebb tide. When the tide flowed a heavy sea came with it. The ship beat hard, the water gained on the pumps, and the masts were in consequence cut away.

The boatswain was now sent towards the shore in the pinnace to examine if a landing were practicable, which was doubtful as the sea ran dreadfully high. The boat returned with the tidings that it was impossible to land, there was such a heavy sea, and the snow was so piled along the shore, so as to make it inaccessible. The crew now gave themselves up for lost, and fell on their knees to prayers, as nothing but destruction appeared before them. They had scarcely concluded, when the weather clearing a little so as to enable them to command the shore, Captain Wood saw a small strip of beach clear where he thought a landing was practicable. The pinnace was sent to make the attempt but did not dare to venture, which observing from the ship, the long boat was lowered with twenty men who succeeded, and both boats returned to the ship. Bread was then got out of the breadroom into the great cabin, and the carpenter prepared some tools to lengthen the longboat should they not be fallen in with by the Prosperous. Those who had been left on shore asked for arms and ammunition, as they had seen many bears prowling about. Two barrels of gunpowder were put into the pinnace, together with small

arms, provisions, and the captain's papers and money. A sea struck the boat just as she was leaving the ship, and all the things were lost. One of the crew named Bosman was drowned, and several others were taken up for dead. The long boat was then on shore, but, putting off at the alarm, saved the men. The pinnace was rendered useless. The sea ran so high at the return of the boat, that the crew urged the captain and lieutenant to save themselves, as it was impossible for the boat to live much longer in such a sea as was then running. They only requested the boat might be sent for them when the captain was put on shore. Captain Wood embarked accordingly, but when about half way to the shore, the ship over-set, on which he hastily landed the men with him, and set off again to save those who had exhibited such generosity towards him. With imminent danger he reached the wreck, and contrived to get all into the boat except one man, named Alexander Frazer, a prime seaman, whom they left for dead. They returned to the shore, and all were landed in safety, but cold and wet. The boat they drew up on shore. The first party landed had by this time made a fire a short distance from the sea; they had also constructed a sort of tent with oars and a sail, and there they lay all night hungry and almost frozen. They had dug a track round them to keep off the bears, which were very bold and ferocious.

On the thirtieth of June, the next day, the

seaman left for dead on board recovered, and got into the mizen-top, which was the only mast left standing. He was a man much beloved, and an attempt was made to get him off; but the ship laboured and beat very hard, and the sea ran so high that it was impossible to get near the vessel.

The ship now began to go to pieces, and a good deal of the wreck came on shore. The crew were active in preserving all they could get, and with the oars, plank, and spars, made several huts, preserving the rest of the timber for fuel. On the first of July, two casks of flour, some brandy, a butt of beer, and a cask of oil were saved, all of which were precious. The next day they saved some more provisions. While securing them, a large white bear came down upon them, at which the gunner fired, and it fell but rose again. Assistance coming up to the gunner, it was killed. This bear was very large, fat, and the flesh well flavoured.

Captain Wood, in the meanwhile was not without anxiety as to the future destiny of himself and crew. He hoped every day for clear weather, that the Prosperous might see them, thought there was a fearful chance that she, too, might be lost. This casualty it was intended to provide for, by lengthening the long boat twelve feet, as she would accommodate but thirty men. The crew were doubtful of succeeding this way, as the carpenters could have little assistance given them, and materials to complete the work were wanting.



They would not consent, therefore, that she should be cut asunder. The waist was, therefore, raised about two feet, and she was decked. When completed, the crew could not agree who should go in her, she being still too small to take their entire number. They became unruly in their conduct, each claiming as good a right to a chance of saving his life as his neighbour. In these circumstances, the captain recollected the brandy, with which he plied them, and by their drinking freely discovered their intentions, and defeated them. Some of them were so ignorant as to talk of going by land, without arms, ammunition or provisions, to Waygatz' Straits, that they might get on board Russian ships. If this scheme was worse than madness, the attempt to put to sea in a vessel only accommodating a portion of their number was not less an act of insanity. They had no provisions for the voyage, no necessaries, so that, whether by land or by sea, the chances were equally against their preservation. Captain Wood was in a great perplexity what course to take. The certainty of destruction, on remaining where they had been thus cast away, was evident, without shelter or food. The weather was bad for nine days. They had nothing but snow, rain, or fog. In fact they were on the point of resigning themselves to despair, when, on the morning of the eighth of July, they to their great joy espied a sail. They immediately lit up a large fire and sent the

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boat to meet the vessel, which turned out to be the Prosperous. Their long boat was now filled with the crew, who in that way got on board their friendly preserver. They left every thing on shore in the state it was when they saw the Prosperous, for they were afraid the weather might again become foggy, and would not allow themselves time to bring any of the things off.

Captain Wood had written an account of his shipwreck while on land, and inclosing it in a glass bottle, left it in the shed they had built for their shelter. The point, where the Speedwell was lost, was named by Captain Wood, Point Speedill. It lies in latitude 74 deg. 30 min. north, and 63 deg. longitude east of London. The next point to the southward is the westernmost part of Nova Zembla. The sea water was extremely salt and clear, so that even at the depth of eighty fathoms, shells could be distinctly seen. The variation of the needle was 13 deg. west. The tide rose eight feet, and ran directly on the shore, which Captain Wood deemed a proof that there was no passage that way to the north.

Before the time of Wood very little was known of Nova Zembla, for ever buried in frost and snow, the most desolate spot in the world. The earth, at two feet deep, was found frozen as hard as rock, in the month of July. The sea beat upon precipices of snow, scooping out dark and horrible caverns, and forming frightful steeps and crags. The snow co-

vered the hills, and in summer its melting produced rivulets of clear water, which ran down to the sea. What land was bare in summer, disclosed sterile bog, or a kind of moss with a blue and yellow flower, the only product which irritated the vegetables of happier climes.

The Prosperous sailed for England on the ninth of July, and anchored at the Nore, on the twenty-third of August, 1676.

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## LOSS OF THE

## ALBANY AND DISCOVERY,

### AND THE

### SUFFERINGS OF THEIR CREWS.

IN the year 1719, the Hudson Bay Company rather reluctantly fitted out an expedition, at the suggestion of a Mr. Knight. They were bound by their charter to keep in view the search for a north-west passage, but they had long lost sight of that object in their acquisitions from their wealthy traffic in furs. When they turned a deaf ear to the proposals of Knight, he threatened to lay their neglect before the King's ministers, and actually called upon one of the secretaries of state for the

purpose. The company grew alarmed, and agreed to fit out two ships. One was called the Albany, and the other the Discovery. The first was commanded by Captain George Barlow, and the other by Captain David Vaughan. The whole expedition was under the direction of Knight, who was then nearly eighty years of age, and who it appears was filled with expectations of finding gold and copper, rather than of making the discovery of a north-west passage. He was instructed to find out the Straits of Anian, in order to discover gold and valuable commodities to the northward. The ships set sail, but no tidings were heard of them. It was naturally concluded they had perished among the ice, or were frozen up in some place whence they could not get out, had taken up their residence on shore. To ascertain their fate, a vessel, called the Whalebone, was dispatched, the next year, to seek for them. It does not appear whether the commander of the Whalebone, named Scroggs, ever made search for these unfortunate people, who must have been alive at the time he was in the north. Reports of copper mines, tides, and the trending of the coasts, with a view to a north-west passage, comprehend all that is known of his voyage; but not a word is there of his search for Knight and his companions. Whether living or dead, they seemed no longer worthy of notice by the company. Some believed that they had discovered the north-west passage, and were gone through into the Atlantic, whence

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they would by-and-bye return round Cape Horn. Time destroyed these hopes, Knight was forgotten with his crews. Nearly half a century passed away, and oblivion seemed to have buried even their memory.

In the year 1767, their melancholy fate came to light. It is the most melancholy, because, if Scroggs in the Whalebone had thought of the humane object of his voyage rather than of finding copper or gold, the crews of the two ships had in all probability been saved. In the year before-mentioned, some boats employed in the whale-fishery, at Marble Island, which lies near Chesterfield Inlet in the north-west part of Hudson Bay, stood in shore and found a very commodious harbour near the east end. At the head of this harbour there were guns, bricks, a smith's anvil, and several other articles which the Esquimaux, who inhabit those parts, could neither remove nor use. The remains of a house were found near the place, and the hulls or bottoms of two ships could be seen under water. Some of the guns, and the figure-head of one the ships were sent to England. Mr. Hearne, the discoverer of the Polar Sea, at the estuary of the river which bears his name, says, that in the summer of 1769, being then engaged in a fishery, at Marble Island, he saw some Esquimaux, and having an able interpreter, the natives were questioned respecting the fate of these ships. One of them, a man far advanced in years, stated, in a clear

and convincing way, the following facts. A more melancholy narrative can scarcely be imagined.

The Esquimaux said, that it was late in the year when the ships arrived, and in moving into the harbour the largest of them received some injury; that landing, the crews began to build a house—the number of persons who came being about fifty. The winter passed away, and on visiting them again, as soon as the ice was gone, which must have been in 1720, they were greatly reduced in number, and those who were alive seemed very ill. They, nevertheless, appeared to be busy, but what they were doing exactly, the Esquimaux could not tell. It seems probable, that they were lengthening their largest boat, for at a short distance from their habitation, there remained then, in 1769, a large heap of oak chips, which might have arisen out of the occupation of carpenters in some such work. Sickness and hunger had so diminished the number of the sufferers, that, when the second winter came upon them, only twenty remained alive. During that winter, some of the Esquimaux resided on the other side of the harbour to that where the English house was erected. They frequently supplied it with whale's blubber, train oil, and seal's flesh for food. The Esquimaux went to the continent in the spring and did not return until the summer, when they found only five of the English alive. It was now the year 1721. They were in such

a deplorable state of hunger, that they eagerly ate seal's flesh and whale blubber, raw as it was given to them by the Esquimaux, of whom they purchased it. This, after long fasting, most probably produced the death of three of them in a few days. The two yet alive contrived, in their miserable state of weakness, to bury their comrades. These two survived the others many days, went to the top of a neighbouring rock, and were observed to gaze earnestly towards the south and east, as if in hope of seeing some vessel come to their relief. Scroggs had returned to England, and left them to their doom! Often, according to the narrator, after continuing a considerable time on the rock, they would, on seeing no vessel in the horizon, sit down together and weep bitterly. They were the last of fifty brethren in misfortune. At length one of these two died, and the survivor was so exhausted, that he fell down and expired, in digging the grave for his companion. The skulls and bones of these two men continued above ground near the remnant of their house. The last who died is supposed to have been the smith or armourer, as he was always busy in manufacturing iron into such implements as were required by the Esquimaux, probably in exchange for the coarse food which they sold to the unfortunate crew. It is impossible for a poetical fancy to paint a more melancholy tale of human suffering. What must have been the feelings

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of the two who survived to be the last of the ill-starred company, and of him who died in scooping his fellow's grave! Perhaps suffering had made them callous to its own bitterness.

It is ever thus when once avarice takes possession of the mind, every feeling of honour, humanity, and justice is lost sight of to gratify the demoniac passion; and this narrative is, perhaps, one of the most vivid lessons that can be read illustrative of the viciousness of its operations, and the danger of allowing it to insinuate itself into the human bosom. The base conduct of Scroggs amounts to wilful murder, for had he done his duty and executed the intention of his voyage, he would have saved the lives of fifty human beings; but the accursed passion for wealth, led him to entirely neglect the business of his voyage, and spend his time in searching for imaginary riches; and, thus, by his atrocious wickedness, leave to perish by the most terrible death, starvation, his fellow creatures.

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